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ON THE BOMBAY BRANCH OF THE ASIATIC SO

REGISTERED No. 1—1877.

The Bombay Gazette.

No. 8,911.—NEW SERIES.

BOMBAY :—FRIDAY, AUGUST 31, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

SINGLE COPY........... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines	Rs. 1-0
Each succeeding line	,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

ALL CHEQUES, MONEY ORDERS, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. CHANDA, 2040 Tons, 250 H. P., Commander C. C. D. HUTCHESON, on THURSDAY, the 6th September 1877, at 4 P.M., calling at Kalbadavie Bay, Carwar, Narrakal, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Callingapatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Weather permitting she will also call at Vingorla, Goa, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S.S. EUPHRATES, 803 Tons, 120 H.P., Commander J. L. SHIELL, on WEDNESDAY, the 5th September 1877, at 4 P. M., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the S. W. Monsoon, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 2 p.m.

The S. S. AKOLA, 578 Tons, 120 H. P., Commander T. M. WILLIAMS, will be despatched on SATURDAY, the 1st September 1877, at 3 p.m.

The S. S. EUPHRATES, 803 Tons, 120 H. P., Commander J. L. SHIELL, on WEDNESDAY, the 5th September 1877, at 4 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
Aden	£22	£15	Including Wines	£4	Without food.
Suez	36	22		8	
Port Said	38	24		9	
Messina	50	34		14	
Naples	50	34		14	
Leghorn	50	34		14	
Genoa	50	34		14	
Marseilles	52	35		14-10	

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

AUSTRALIA, to sail on SATURDAY, 1st September 1877.
PERSIA, to sail on MONDAY, 1st October, 1877.
ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL, DIRECT, AND TO LONDON, OVERLAND, VIA NAPLES OR GENOA.

THE S. S. CHILDWALL HALL, 2,100 Tons Register, 300 H.P. nominal, Captain TREGARTHEN, will sail on the 29th September, and will be followed by the

S. S. TRENTHAM HALL,
2,100 Tons Register, 300 H.P. nominal,
Captain SHAW, on the 13th Oct.,
and by the
S. S. BRANKSOME HALL,
1,00 Tons Register, 300 H.P. nominal,
Captain BRAND, on the 3rd Nov.,
and by the
S. S. CITY OF BALTIMORE,
2,300 Tons Register, 360 H.P. nominal,
Captain COLLIN, on the 28th Nov.

RATES OF PASSAGE MONEY, Rs. 500 TO LIVERPOOL.

Passengers are booked through to London, Naples, or Genoa, in connection with the Rubattino S. N. Company, at the following rates, including the Railway journey from Suez to Alexandria, Rubattino Steamer, from Alexandria to Naples or Genoa, and Railway journey thence :—

FARES.

Bombay to London, via Genoa		Rs. 575
Do.	do. ,, Naples	,, 600
Do.	Naples	,, 470
Do.	Genoa	,, 490

Rubattino Steamer leaves Alexandria every Friday.

For passage or further particulars apply to

KING, KING & Co.,
or to
W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs HENRY S. KING and Co. and Messrs. KING BAILLIE and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Remittances, Sovereigns, Circular Notes, Shipment of Baggage, &c. will be attended by Messrs. KING, KING and Co. here.

Bombay, June 9, 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will be despatched between Glasgow, Liverpool and Bombay and vice versa via Naples :—

Vessels.	Tons.	H.P. Nom.	Commanders.	From Glasgow.	From Liverpool.	From Bombay.
Macedonia	2272	486	J. Laird	4th Aug.	11th Aug.	22d Sept.
Trinacria	2107	424	R. Hutchison	18th ,,	25th ,,	6th Oct.
Europa	2277	424	J. Harris	8th Sept.	15th Sept.	27th ,,
Australia	2300	424	T. Butler	22nd ,,	29th ,,	10th Nov
Italia	2245	424	J. Donaldson	6th Oct.	10th Oct.	21st Nov
Olympia	2050	424	A. Rait	20th ,,	27th ,,	8th Dec.

RATES OF PASSAGE MONEY.

TO NAPLES	Rs. 400
TO LIVERPOOL	Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York.

For passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, 21st Aug st 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

	VESSELS.	TONS.	H.P.	CAPTAINS.	
	SURAT	3141	530	G. C. Burne	31st Aug.
(s)	MONGOLIA	2833	530	A. Coleman	7th Sept.
	VENETIA	2726	450	W. B. Andrews	14th do.
(s)	INDUS	3470	500	S. D. Shallard	21st do.
	CHINA	2016	400	T. Alderton	1st Oct.
(s)	KHEDIVE	3742	600	J. D. Steward	8th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay 29th August 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captain.	
GEELONG	1835	250	C. Fraser	3rd Sep. at 3 p.m.
NIZAM	2725	450	A. B. Barlow	17th Sep. at 3 p.m.
ZAMBESI	2431	370	A. Symons	2nd Oct. 1877.

F. D. PARKER,
Bombay, 24th August 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Captain.	
ASSAM	3033	500	N. Stewart	15th Sept. at 3 p.m.
TANJORE	2263	450	W. W. Fentiman	13th Oct. at 3 p.m.

F. D. PARKER, Acting Superintendent.

Bombay, 21st August 1877

NOTICE.—CONSIGNEES per Steamer MANGROVE are hereby informed of the ARRIVAL of the vessel, and requested to TAKE DELIVERY AT ONCE of their respective GOODS. No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 27th August 1877.

SALES BY AUCTION.

CRAWFORD AND COMPANY,

2, MARINE STREET BOMBAY.

SALE OF SUPERIOR FIRST AND SECOND CLASS MOULMEIN TEAK SQUARES.

TO-MORROW, SATURDAY the 1st September, at 4 P. M., Messrs CRAWFORD & Co. will sell by Public Auction at the Kassara Bunder—

100 superior 1st class Moulmein teak squares.
100 ,, 2nd ,, ,, ,,

In small convenient lots to suit the requirements of purchasers.

McEWAN'S BEER, McEWAN'S BEER.

Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms, on MONDAY next, the 3rd September, at 3 p.m., a consignment of this excellent beer just received per Scottish Chief, comprising—

105 casks, each 4 dozen quarts.
45 ,, 7 ,, pints.

This is in perfectly sound condition and will be sold in small lots.

USUAL AUCTION SALE.

On MONDAY next, the 3rd instant, sale commencing at 2 P. M., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms —

10 bales grey shirtings.
10 cases white ground steam prints.
6 ,, ,, madder prints.
4 ,, T. red prints.

On account and risk of the indentor—

11 Japanned bath tubs and 1 hip bath.
1 ,, office washstand.
24 dozen galvanized buckets, 11 12, 13 and 14 inches.
12 ,, ,, hds. 1, 2, 3 and 4.
25 ,, sets shoe brushes.
47 superior Japanned cash boxes, 8 to 12 inches.
12 dozens tin coffee pots and tea kettles.

SALE OF WRECK.

To be sold by Public Auction, on account of the concerned, by Messrs. CRAWFORD & Co. at their rooms on WEDNESDAY next, the 5th September, at 3 p.m.

The wreck of the ship "Feronia," 1,250 tons register, coppered and copper fastened, as it now lies within 100 yards of the shore in 12 feet of water abreast of the City of Una, and three miles of the Port of Din, with all stores and fittings that are now on board the wreck. The following is a correct list of the stores and fittings now on board :—

3 Patent power anchors, 1 stream, 2 kedges, 2 cable each 120 fathoms, 90 fathoms of mooring chain, 2 main pumps and gear, 1 windmill pump and gear, 1 force pump and gear, 1 windlass, and hawse-pipe, donkey engine and boiler, 13,400 gallons water tanks, 4 oil tanks with quantity of oils, paints, brushes, &c., 1 complete suit of sails, 17 bolts of new canvas, 8 coils of new rope, 8 tierces of beef and 6 of pork, and a quantity of other articles too numerous to mention.

The whole of the purchase money shall be required at the time of sale.

SALE OF VALUABLE JEWELLERY AND SILVER WARE.

Under instructions from the Administrator General, Messrs. CRAWFORD & Co., will on TUESDAY, the 11th September, sell by Public Auction at their rooms at 2 p.m. the valuable jewellery and silver ware belonging to the estate of the late Muthoora Gomtoo Naikin Shirodkureen, comprising gold ornaments called kakans, kooluck, chundunhar, heerakunthy, chund, patlees, toddas set with diamond, bars, goondas, rings, and other ornaments, pearl bangles set with emeralds, pearl koodys, moogrees, salkees, nag, nose ring, chandla, kaligathy, tunmony, kap, and other ornaments, silver cups, boxes, lotas, chowfoola, chunam box, trays, saucer, kammul, anklets called sackla, utterdanee, currundia, &c., &c.

The above will be on view 4 days before the day of sale.

SALE OF HOUSEHOLD FURNITURE, CHANDELIERS, WEARING APPARELS, &c.

Under instructions from the Administrator General, Messrs. CRAWFORD & Co. will, on THURSDAY, the 13th September, sell by Public Auction in Agiary Lane near Funuswady, the household furniture, &c., belonging to the estate of the late Muthoora Gomtoo Naikin Shirodkureen, consisting of furniture, 8 light chandeliers, single and double light wall brackets, gold and silk embroidered female dresses and shawls, copper and brass utensils, &c.

CRAWFORD & Co.

Bombay, 31st August 1877.

MEHRJEE, JOHNSTON AND Co.

AUCTION SALE OF IVERY VALUABLE LANDED PROPERTIES AT MUSJID BUNDER AND COOMBARWADA.

On SATURDAY, the 15th September 1877, (if not previously sold by private contract) Messrs. MEHRJEE JOHNSON & Co. will sell by Public Auction on the premises, at 4 p.m., by order of the Trustees of the Estate of Messrs. Rustomjee Dadabhoy Cama and Co., the following valuable landed properties :—

Lot No. 1.—All that piece or parcel of land or ground containing by admeasurement one hundred and sixteen square yards or thereabouts, with the messuage, tenement, dwelling house or chawl, standing thereon, situate lying and being in Bombay outside the Fort, on the north side of Musjid Bunder Cross Road, in the subdistrict of Bhooleshwar, numbered 36, in the books of the Municipality of Bombay and bounded on the east by the house belonging to Hurbham Nursey and Lilbai Widow; on the west by the Cazee Syed Street, on the north by the house of Hurban Nursey, and on the south by the Musjid Bunder Cross Road, and which said premises were formerly and are now in the occupation of the tenants of the vendors.

Lot No. 2—All that piece or parcel of land or ground containing by admeasurement three hundred and forty square yards or thereabouts, with the Messuage, tenement, dwelling house, or stable standing thereon, situate lying and being in Bombay, outside the Fort, on the east side of Coombarwada Second Street, in the subdistrict of Bhooleshwar, numbered 64, in the books of the Municipality of Bombay, and bounded on the east by the Bhickari Bazaar Street, on the west by Coombarwada Second Street, on the north by a passage, and on the south by a passage, and which said premises were formerly and are now in the occupation of the tenants of the vendors.

For further particulars and conditions of sale apply to the Undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 31st August 1877.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

WANTED, a thoroughly good INDENT CLERK, either PARSEE or HINDOO. Must speak English well. Apply by letter "W. Z.," Post Office.

FRESH ARRIVAL of A. DAVIS' SADDLERY, of the best description, per S. S. PALM. Also patent WHEEL SKATES of sizes. Apply to A. S. REUBEN.

FOR SALE, a set of BILLIARD TABLE Lights, complete, almost as good as new. Price Rs. 250. Apply to MESS PRESIDENT, 2nd Queen's Royal Regt., Poona.

WANTED.

IRRIGATIONAL ENGINEER.

REQUIRED IMMEDIATELY to SURVEY the PROVINCE of KATTYWAR to ascertain its capabilities for irrigational and storage works, an ENGINEER experienced in irrigation works. Employment for six months with possible extension. Salary Rs. 600 per mensem with travelling allowance Rs. 150 per mensem. Applications to be made with testimonials to the CHIEF ENGINEER FOR IRRIGATION, Poona, before September 15th.

WANTED TEMPORARILY, a SPINNING MASTER and an ENGINEER and MECHANIC for a Spinning and Weaving Mill up-country. Apply in writing with copies of testimonials to "A.," care of *Bombay Gazette* Office.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godowns of the Undersigned, the following SUPERIOR SHERRIES :—

MONTILLA	Rs. 25 per dozen.
SOLERA	,, 23 ,,

FINLAY, SCOTT & Co.

WM. WATSON & Co.,

24, Apollo Street, Bombay.

Saccone's Gib. Sherry		Rs. 22	0
,, Amontillado		,, 26	0
Hamilton and Grieve's Dry Champagne		,, 50	0
Green Seal Champagne		,, 38	0
Red and Gold label Claret **		,, 11	8
,, ,,	Pontet Canet	,, 20	0
,, ,,	Sauterne	,, 14	0
Brandy, Coyle's No. 1		,, 38	0
,,	Gautier Frere's	,, 27	0
Christiana Beer		Rs. 6-4 qts., Rs. 4 pts.	

NEW ADVERTISEMENTS.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.

(VIA SUEZ CANAL.)

NOTICE.—The Italian Mail Steamer AUSTRALIA, Captain BOZZONI, will sail as above on SATURDAY, the 1st September, at 10 a.m.

Passengers are requested to be on board at 9 a.m.

F. MURAGLIA,
DARASHAW SORABJEE,
Acting Agents, Rubattino S. N. Company.

GRANT ROAD THEATRE.

COLONZO HAS ARRIVED
WITH HIS
MARIONETTE TROUPE,
AND
WILL GIVE THEIR FIRST PERFORMANCE
TO-DAY, FRIDAY, AUGUST 31ST,
AND A SECOND PERFORMANCE ON
MONDAY, SEPTEMBER 3RD.

Plan of the Theatre and Tickets to be had at Messrs. ROSE & Co., Rampart Row, Fort.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The *BOMBAY GAZETTE OVERLAND SUMMARY*, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance)	Rs. 12
Single Copy	Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE.

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
A Specially-Written Market Report.
Freight Report, &c.
Summary of Cotton Exports during the week.
Imports and Exports of Bullion.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1867 and 1876 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date with the total for the month and the same period as far back as 1865 and 1876 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, arrivals and departures of Vessels during the week, and Vessels expected from Out and Home Ports.
Charters and Engagements.

Annual Subscription in advance	Rs. 10
Single Copy	Annas 4

"Bombay Gazette" Office Meadow Street, Fort.

BOMBAY VOLUNTEER RIFLE CORPS.

DRILL in the FORT for the ensuing week will be as follows :—

MONDAY, WEDNESDAY, FRIDAY. } At 5 P.M. | TUESDAY, THURSDAY, SATURDAY. } At 6-30 A.M.

The Members of the Byculla Company are requested to attend a Meeting at No. 4, Meadow Street, on SATURDAY next, the 1st September at 1 p.m., for the purpose of electing their Officers and arranging for Drill ground, &c.

By Order,
T. DUNNE, Lieut. and Adjutant.

30th August, 1877.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

TESTAMENTARY AND INTESTATE JURISDICTION.

In the GOODS, CHATTELS, RIGHTS, and CREDITS of PAIRAJ TARACHUND, deceased, late of Bombay, Hindoo inhabitant.

CULLIAN PAIRAJ..................... Applicant.

NOTICE is hereby given, that the applicant abovenamed has applied to the above Court for a grant to him, as the son and only next of kin of the abovenamed deceased, of LETTERS of ADMINISTRATION of the Goods, Chattels, Rights, and Credits of the said deceased.—Dated this 30th day of August 1877.

MORESHVAR LAKSHMANJEE,
Applicant's Attorney.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

CONTRACT FOR DISCHARGING, LANDING AND DELIVERING CONSIGNMENTS.

TENDERS are invited for DISCHARGING from SHIPS, LANDING and DELIVERING the CONSIGNMENTS of the Company for a period of three years from 1st October 1877.

Conditions of Contract, and Forms upon which only Tenders will be received, can be obtained on application at the Storekeeper's Office, Byculla.

Sealed Tenders addressed to the Agent, and superscribed "Tenders for Discharging, Landing and Delivering Consignments," must be lodged at the Company's Offices, Elphinstone Circle, not later than Noon, on WEDNESDAY, the 5th September next, after which hour no Tender will be received.

No notice will be taken of any Tender unless accompanied by a deposit of Rs. 1,000 in Cash or Government Paper as a guarantee of the good faith of the tenderer.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING,
Storekeeper.

Storekeeper's Office, Byculla, 22nd August 1877.

BASS'S BEER IN WOOD.

MONTHLY Consignments of the above, SELECTED from the BEST BREWINGS, are RECEIVED by TREACHER & Co., LIMITED, BOMBAY.

D. S. KEMP & Co.

SILVER PRIZE MEDAL 1873.
PRICE LIST, WHOLESALE AND GENERAL, FURNISHED ON RECEIPT OF CARD.

SPECIAL IMPORTS.

NORWAY COD LIVER OIL.—The Oil of this season is of exceptionally fine quality. Our supplies which are from one of the largest producers have just arrived and surpass in quality those of former years.

Per Pint Re. 1-4 Per Dozen Rs. 12.

MELLIN'S FOOD FOR INFANTS.—Our method of preserving this food (and all other perishable goods), from damp ensures its freshness. We are now prepared to supply any quantity.

Per Bottle Re. 1 and Re. 1-12.

VAN HOUTEN'S PURE SOLUBLE COCOA.—The purest and most wholesome Cocoa manufactured. It is free from fatty matter.

Per Tin Re. 1-8.

NESTLE'S MILK FOOD FOR INFANTS.—Made in Switzerland. Requires the addition of cold water only.

Per Tin Re. 1-4.

DARBY AND GOSDEN'S FLUID MEAT.—Not an Extract but the meat itself reduced to the semi-fluid state. A most valuable nourishment for exhausted patients.

Per Jar Rs. 2-8.

PEPTONE OF FLESH.—Pure meat artificially digested by the aid of pancreatic juice; now much in use in continental practice. Taken in chocolate or madeira.

Per Vial Rs. 3.

ELIXIR OF HEMEDESMUS.—(Indian Sarsaparilla) Of the Verapoly Mission: prepared under the careful supervision of the Carmelite Friars. A liqueur of very efficient alterative properties, strongly recommended in cases where Sarsaparilla is indicated and said to produce most remarkable curative effects. We are the sole agents for this Elixir.

Per Pint Stone Bottle Rs. 3.

DR. BRIGHT'S PHOSPHODYNE.—The remedy so much recommended for nervous exhaustion and decay and all complaints arising therefrom being a combination of unoxidized Phosphorus with Quinine.

Per Bottle Rs. 5.

PETTIT'S EYE SALVE.—A preparation of remarkable efficacy in sore eyes, and in weakness of vision if caused by film or any affection of the surrounding parts. Is also a most effectual cure for piles.

Per Packet Re. 1.

TAMAR INDIEN.—A cure for constipation; an aperient extract in bon-bon form. Readily taken by delicate patients.

Per Packet Re. 1-12.

BAILDON'S SEA SALT.—Affording a bath of sea water in a few minutes.

Per Packet of 7 lbs. Re. 1.

NURSERY LAMPS.—In Jappaned tin, for heating food, water, &c., may be used suspended or standing, serve as night lights while in use. The lamp is adapted for oil but may be replaced by a spirit lamp. Each Rs. 4-8.

Spirit Lamp, extra Re. 1-4.

GROUT'S PATENT FOOD WARMER.—This convenient and elegant little vessel will keep a feeding bottle and its contents warm without any attention for twelve hours. It is not fragile and is well adapted for travelling. With two compartments, Rs. 8-8.

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COMMERCIAL INTELLIGENCE

THURSDAY EVENING, 30TH AUGUST 1877.

Owing to the Cocoanut holidays we have only three days' business to report upon for this mail, and these have been the reverse of active. Crop prospects have undergone a material improvement, good rain having fallen in Guzerat and Khandeish during the past four days, but while future prospects are thus improving, the present state of business is quiet in the extreme. Shares have benefited, but in nothing else has there been a distinct movement for the better. Piece Goods and other articles of import remain as dull as ever, while in exports the transactions are most insignificant, the railways being entirely taken up with famine traffic to the exclusion of ordinary trade. This state of matters, even under the most favourable circumstances, must continue for another three or four months at least, so long in fact as the Madras Presidency is dependent on this side for a large portion of its food supplies, and our merchants may consider themselves fortunate if communication is at all improved by the time the New Cotton season opens. Great dissatisfaction is expressed with the conduct of Government in the matter, and there can, we think, be little doubt that it would have been possible to have made arrangements for rendering all aid possible to the starving population in Madras without bringing the trade of the port to almost an entire standstill. Nothing shows the dulness more forcibly than the fact that there is not a single steamer or sailing vessel loading on the berth for Liverpool, even the regular liners having had to go round to Calcutta to find homeward cargo.

The home advices latterly have not been such as to influence our markets materially. Cotton is firmer in Liverpool, but at this time of year exports are limited under any circumstances, and any little improvement in the tone of the telegrams is not as in the busy season followed immediately by increased shipments from this side. Wheat and Seeds, as we have already remarked, are at a standstill, owing to the difficulty in communication. Imports are all stagnant. Money is tending upwards, and Government Paper continues dull and declining.

At the usual weekly biddings for Council drafts on India in London yesterday £165,000 were allotted to Calcutta, and £100,000 to Bombay, at an average of 1s. 8·87d., tenders on Calcutta at 1s. 8⅞d. receiving 49 and on Bombay 50 per cent. of the amounts applied for. As compared with last week this shows an advance of nearly 3/16d. per rupee, but Bar Silver has scarcely moved in sympathy, the quotation in London yesterday being 54 3/16d. per oz., equivalent to about 1s. 8 13/16d. per rupee.

MONEY.—The last published return of the Bank of Bombay for the week ending on the 24th instant showed a reduction of nearly 50 lacs in the Cash Balance almost entirely accounted for by withdrawls in the Government account. The movement, however, has not led to any change being made in the Bank's official rates of discount and interest, and it is therefore pretty generally assumed that next week's statement will show the return of the greater portion of these withdrawals to the Bank. In the meantime, though the Bank of Bengal in Calcutta have to-day raised their rate of discount one per cent. all round, and it is not unlikely that we shall see a rise here next Wednesday in sympathy, as even if the next statement proves as favourable as is expected, there can be no doubt that we are rapidly approaching the time when dear money must be looked for, as a necessary result of the heavy drain on the finances of the country for famine purposes. The rain which has fallen this week will doubtless ease things slightly on this side, but it is not to be expected that the expenditure on relief works and food-grain can go on without causing increased tightness when the regular export trade of the country requires to be financed for. Towards the end of the year, therefore, it will be no matter for surprise if we see the rate of discount run up to a comparatively high level, and we must be prepared for more than ordinarily rapid fluctuations.

EXCHANGE.—During the three days which the Banks have been open for this mail the transactions in Sterling have been limited in the extreme, on the one hand the amount of Private Paper offering being very small, while on the other side the demand for remittance is equally limited. Rates for last steamer closed on the basis of 1s. 8⅝d. for demand Bank and 1s. 9 1/16d. for 3 months' Credit Bills, but when business opened on Tuesday morning after the holidays, an immediate advance of 1/16d. was established, owing to the less favourable return of the Bank of Bombay, coupled with firmer advices from Calcutta. A further rise of like extent took place on Wednesday, and to-day, although there has been no actual change in rates, the tone of the market has been decidedly firmer since the figures obtained for Council drafts became known. Closing quotations may accordingly be given as follows:—Bank Bills on demand 1s. 8¾d., 6 months' sight 1s. 9¼d.; Credits, 3 months' 1s. 9 3/16d., 6 months' 1s. 9⅜d.; Documents, 3 months' 1s. 9¼d., 6 months' 1s. 9 7/16d. per rupee.

At this level the appearance of the market is decidedly firm, and the Banks evince more disposition to sell than buy both ready and for future delivery. Up to the end of September current quotations can be obtained for credits, but an addition of 1/16d. per month is asked for further forward, while demand Bank Paper has been sold for delivery during the last three months of the year at from 1s. 8¾d. to 1s. 9d. The indication thus shown is in favour of an upward movement in Exchange, and although with business so dull as it is, it may not come now there can be no doubt that for latter on appearances are beginning to turn in that direction. So much depends however on the ultimate out-turn of the crops that it is absolutely impossible to arrive at a fair estimate yet a while.

On Calcutta, demand Bank drafts are wanted at 3/16 to ¼ per cent. premium, but 60 days' sight are becoming more difficult of sale as money gets dearer, and the quotation is now ⅜ per cent. discount.

From Hong-Kong, the latest quotation for 6 months' sight Bank Bills on London is 3s. 11¼d. per rupee.

GOVERNMENT SECURITIES.—We have not heard of a single transaction of any importance since business was resumed, and although in some quarters the rainfall of the past few days is expected to improve the demand for Paper, it has not been the case so far; on the contrary, we have to quote a general drop of 3/16 to ¼ per cent., and even at that prices are quite nominal. It may be that we are not far of the turn, but if so, there is no symptom of it observable, and even should Government succeed in tiding over next season without an additional loan, the feeling at the moment looks like prices being lower before they are higher. We call Fours Rs. 94½; Fours-and-a-half Rs. 95; Fives-and-a-half Rs. 102.

SHARES.—Unlike Government Paper, Joint Stock shares have become decidedly firmer under the improved crop prospects, and with the exception of some of the Press Companies, our quotations are higher all round. Bank of Bombays have advanced from 34 to 37 per cent. premium. Colaba Land shares have advanced Rs. 30, and Port Cannings Rs. 5, per share. In Press Companies there is a decline quoted of Rs. 25 in Albert Company of Kurrachee and Apollo Press, and Rs. 75 in East India, but there is an advance at the same time of Rs. 10 per share in Colabas and Mofussils, and Rs. 60 in Scinde and Punjaub Cotton Press Co. Spinning and Weaving Companies have felt the improvement most, and from great depression with daily declining prices we have had a return latterly to great activity with rapidly rising rates. Our quotations show an advance of Rs. 5 in Broach Mills and Mazagon, Rs. 10 in Jewraz Balloo and Prince of Wales, Rs. 15 in Alliance, Rs. 20 in Coorla and Sassoon, Rs. 25 in Alexandra, Bombay United Dhurrumsey, and Khutao Mucconjee, Rs. 30 in Fleming and Oriental, Rs. 35 in Colaba, Rs. 40 in Hindustan, Morarjee Gooculdas, and Sholapore, Rs. 65 in Great Eastern and Manockjee Petit, and Rs. 75 per share in Khandeish and Madras United. Amongst Miscellaneous Companies the only movement of any kind is an advance of Rs. 10 in Bombay, Burmah Trading Company's shares.

PIECE GOODS, although looked upon somewhat more hopefully since the return of the rain, have not showed any practical improvement as yet, and so far as regards the amount of business done, we have perhaps been even duller this week than last. From the bazaar the clearances are only estimated at the comparatively insignificant figure of 400 packages, while from first hands we have not heard of a single transaction of any moment, and there are almost no indents going forward. As a general rule, prices are nominally unchanged, but Longcloths and Domestics have dropped As. 4 to As. 6 per piece, and in every description a concession from current quotations would have to be made to do business. Stocks are going on accumulating, and for this reason it is not unlikely that values may give way still further even in face of seasonable weather for the crops. Ultimately, however, we can scarcely fail to have a reaction of a decided character, as almost no fresh supplies to speak of have been ordered from home for weeks, we might almost say months past, so that once any enquiry springs up, supply and demand will be brought much nearer together than they now are.

TWIST.—We have no actual business to notice, and prices remain nominally unaltered. Stocks of Yarns however are not so heavy as of Goods, and we may therefore look for the improvement making itself earlier felt.

METALS.—*Copper.*—From first hands no sales have been reported, but prices are nominally As. 4 per cwt. lower all round. In *Yellow Metal* there is no quotable change, but the market is dull and tending downwards. *Iron* is in poor request, and with large stocks on the spot the market must be called dull at former quotations.

COALS.—Large arrivals have taken place latterly, and pressure to sell in the absence of buyers has induced a further drop of As. 8 per ton. The only transactions reported are a steamer cargo of Cawpen West Hartley in harbour at Rs. 15-4 to Rs. 15-8, and a cargo of Cardiff, August-September shipment via Canal, at Rs. 15 alongside. Davison's West Hartley is offering by steamer at Rs. 16 per ton without finding buyers.

COTTON.—The telegrams from Liverpool of late have been somewhat firmer in tone, and our market has hardened slightly, say Re. 1 to Rs. 2 per candy in sympathy, but with the limited stocks now available, and the regular supplies required by the local mills, prices are maintained at a level which precludes any business of importance being done for export. The entire transactions of the week have only been about 2,500 bales, of which about one-half has been for export, and the remainder for local consumption.

The *Clearances* for sea since last mail have been 1,400½ bales, making a total of 796,772½ since 1st January, as against 889,304 bales during the corresponding period last year.

The *Receipts* from up-country show the following comparisons with the two previous years:—

	1877.	1876.	1875.
For the week	816	2,422	222
Total since 1st Sept.	1,134,690	1,083,141	1,334,647

New Crop reports from up-country have undergone a marked change for the better this week, rain having fallen more or less throughout the whole of the cotton-growing districts. From the Berars the condition of the plants is said to be all that could be desired, and the Omrawuttee crop will very probably be 15 to 20 per cent. over last season. From Khandeish, accounts are better than formerly, and the same may be said of Dharwar, Compta, and Broach, but Dhollera is still short of rain, and grain having been cultivated in many places instead of Cotton, the yield of this description can scarcely fail to be seriously deficient. All round the present appearance of things warrants us in expecting an out-turn fully up to last season, if not considerably over, but there is still time for so much to happen to the crop that estimates are of little use.

The following are to-day's quotations for New Cotton with the equivalents in Sterling Cost and Freight to Liverpool, via Canal, without commission:—

Full-pressed—			₩ Candy	C. & F.
New Broach Ginned F. G. F.		Ready	....Rs. 205	= 5 9/16d.
„ Omrawuttee	Good (nominal)	do.	.... „ 198	= 5½d.
„ Do.	Fully Good Fair	do.	.... „ 195	= 5 5/16d.
„ Do.	Good Fair	do.	.... „ 192	= 5¼d.
„ Dhollera	Good (nominal)	do.	.... „ 199	= 5½d.
„ Do.	Fully Good Fair	do.	.... „ 196	= 5 5/16d.
„ Do.	Good Fair	do.	.... „ 194	= 5¼d.
„ Do.	Fully Fair	do.	.... „ 190	= 5 3/16d.

SEEDS.—*Linseed.*—Supplies continue insignificant, owing to the obstruction in Railway transit, and prices have been forced up to Rs. 7 to Rs. 7-2 per cwt. at which there are buyers. *Rapeseed* is in a similar position, buyers but few seller at Rs. 8 to Rs. 8-2 per cwt.

WHEAT.—There is nothing whatever doing for export, prices being supported at such a high level by the demand for the famine districts that exporters are quite out of the market. Nominally best White Wheat is quoted at Rs. 39 to Rs. 40 per candy, but for Red Khundwa for local consumption the price has advanced to Rs. 48 to Rs. 49 per candy.

SHIPPING INTELLIGENCE,
AND LISTS OF PASSENGERS BY SEA.

THE BRITISH STEAM SHIP ATALANTA, 1,743 tons, Commander Waring, sailed yesterday for Calcutta in ballast.

THE BRITISH STEAM SHIP PEMBROKE, 1,526 tons, Commander J. James, sailed yesterday for Calcutta in ballast.

THE AMERICAN SHIP GARIBALDI, 1,431 tons, Commander S. H. Thatcher, arrived in harbour on the 29th inst., from Liverpool, 29th May, with a cargo of 1,611 tons coals. The vessel is consigned to the Captain.

THE BRITISH SHIP HORNDEN, 1,167 tons, Commander W. Nicolson, arrived in harbour on the 29th August, from Liverpool 4th May, with a cargo of 1,566 ton coals. The vessel is consigned to Messrs W. and A. Graham and Co.

ARRIVALS.

Aug.	Vessels.	Commanders.	From.
29	Howden	Nicholson	Liverpool, May 4.
	Garibaldi	Thatcher	Liverpool, May 20.

DEPARTURES.

Aug.	Vessels.	Commanders.	Destination.
30	Alexander Yeats ...	Durham	Calcutta via Madras.
	Pembroke (s)	James	Calcutta.
	Atalanta (s)..........	Waring	Calcutta.

MADRAS.

ARRIVALS.

Aug.		
26	Prince Arthur.........	New Port.
	British Empire	Coast.
27	Khedive (s)	Southampton.

DEPARTURES.

Aug.		
27	Mongolia (s)...........	Southampton.
	Madura (s)	Rangoon.
	Belted Will	Marseilles.
	Sounner..................	Gopaulpore.
	Paladin (s)	Calcutta.
	Bengala	Calcutta.
	Shusydagone (s)......	Rangoor.

DAILY IMPORTS.—AUGUST 30.

FROM LIVERPOOL.

Pembroke s—2 cases glycerine and 7 packages medicine, Rogers and Co.

Atalanta s—812 cases hard spelter, Framjee Ardaseer Davur; 20 cases copal varnish, Tyebally Saruffally and Co; 20 barrels roll sulphur, Heptoola Shaik Adum and Co.

FROM LONDON.

Venetia s—25 cases champagne, Sorabjee and Eduljee.

Palm s—3 cases candles, Jewraj Canjee and Co; 6 cases oilmanstore, Dinshaw Sorabjee and Co; 50 boxes candles, Essoofally Sumroodin; 498 pigs lead and 2,419 plates hard spelter, Ritchie, Steuart and Co.

Surat s—4 cases cotton umbrellas, Ebraham Hajee Ahmed.

Cathay s—10 cases champagne, C Bounevialle and Co.

FROM BORDEAUX.

Sumatra s—35 cases brandy, C Bounevialle and Co.

DAILY EXPORTS.—AUGUST 30.

FOR LIVERPOOL.

Surat s—25 bales hemp, Hajee Mahamed Hajee Esmail.

FOR LONDON.

Surat s—3 boxes gold, Cowasjee Dorabjee.

Anne Royden—9,000 cwts linseed, George Lockhart and Co.

FOR MARSEILLES.

Australia s—82½ cwts linseed, Knoop and and Co; 200 cwts wheat, Ralli Brothers.

FOR SUEZ.

Surat s—6 bundles shawls, Ferozedin Lalldin; 2 cases shawls and 1 case copper pots, A Essoobshaw.

FOR PONDICHERRY

Calcutta s—100 bales cotton, W Nicol and Co.

FOR CALCUTTA.

Calcutta s—245 bales cotton, Ramjeedass Luchmondass.

Cyrene s—100 bales cotton, Anderson and Co.

FOR HONGKONG.

Geelong s—65 bales twist, Goolamhoosein J Mahamed; 75 bales twist, David Sassoon and Co; 25 bales twist, Cursetjee Bomonjee and Co; 32 chests opium, N J Abraham and Co; 19 chests opium, T Luchminaren.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON VIA CANAL.

1549 Ajax (s), Kidd—W. Nicol & Co.—(Repairing.)

FOR DUNKIRK.

1107 Amy Dora (s), Sinclair—Killick, Nixon & Co.
937 Whitehall, Geach—Volkart Brothers.

FOR CALAIS.

1176 Anne Royden, Thomas—Killick, Nixon & Co.

FOR VENICE.

1994 Surat (s), Burne—Mails, 31st August.
1728 Venetia (s), Andrews—Mails, 14th Sept.

FOR GENOA.

1190 Australia (s), Bozzoni—Rubattino Co.

FOR AUSTRALIA.

1747 Assam (s) Stewart—Mails, 15th September.

FOR UNITED KINGDOM OR CONTINENT.

1081 Glanavon, Smith—Finlay, Scott & Co.

FOR MAURITIUS.

343 Bells, Lane.

FOR MOULMEIN.

1278 Chrysolite, Stewart—Killick, Nixon & Co.
1313 Hahnemann, Thomson—Wallace & Co.
954 Iris, Evans—Wallace & Co.

FOR HONGKONG.

1139 Geelong (s), Fraser—Mails, 3rd Sept.

FOR RANGOON.

967 Lady Melville, Hanson.

FOR CALCUTTA.

1230 America, Gedye—The Captain.
710 Cyrene (s), Brown—W. Nicol & Co.
1365 Earl of Zetland, Burns—Finlay, Muir & Co.
1526 Fanny Tucker, Roberts—Farnham & Co.
1490 Frank Carvill, Prendergast—Gladstone, Wyllie & Co.
2276 Great Victoria, Casey—Killick, Nixon & Co.
1329 Galloway, McKinlay—Rogers & Co.
819 Inveravon, Thomas—Finlay, Muir & Co.
1269 Malda (s), Lang—B. I. S. N. Co.
1375 Mangrove (s), Pearse—W. Nicol & Co.
1341 Oithona, Rees.
702 Polam (s), Axe.

FOR PERSIAN GULF.

676 Estepona (s), Hubback—Hajee Zenel Abadeen.

UNFIXED.

IRON.

1177 Gareloch, Greenwood.
1167 Howden, Nicholson—W. & A. Graham & Co.
658 Scottish Chief, Edholm—Soares & Co.

WOOD.

964 Cameo, Bulford—W. & A. Graham & Co.
1184 Prince Rupert, Wade—Killick, Nixon & Co
597 Queen's Cliff, Davies—The Captain.
1090 Sir John Lawrence, Burt—N. Manockjee & Co.

FOREIGN.

1431 Garibaldi, Thacker—The Captain.
1551 Isaac Read, Colley.
1287 Nearchus, Baxter.
1242 Saratoga, Kendall.

STEAMERS.

1253 Golconda (s)—P. & O. Co.
1120 Orissa (s).

COUNTRY TRADERS.

534 Bushire Merchant, Nacoda.
75 Fathe Sultan, Nacoda.
130 Hercules (s), Allen.
101 Kerata Roodin, Nacoda.
707 Koina (s), Morrison—Essa bin Khalifa.
101 Mahi, Nacoda.
548 Mula (s), Doert—Essa bin Khalifa.
327 Prince of Wales, Nacoda.

VESSELS EXPECTED AT BOMBAY.

SHIPS FROM HOME PORTS.

1181 Lady Rowena, Sterling—Liverpool, April 30.
1069 Mary P. Kitchen, Hughes—Liverpool, May 12.
1440 Inspector, Erskine—Liverpool, May 14.
948 Marian Moore, Spence—Dundee, May 14.
1814 Flora, Williams—Clyde, May 16.
1273 Jane Law, Robertson—Dundee, May 18.
996 Castle Holme, Robinson—Shields, May 18.
1199 Poonah—Shields, May 23.
1533 South Carolina, Reynolds—Shields, May 24.
1124 Homewood, Purdy—Liverpool, May 24.
999 Alexander Mackenzie, Homewood—Liverpool, May 25.
1485 Hampden, M'Pherson—Leith, May 25.
1428 Morayshire, Dawson—North Shields, May 26.
1272 Grecian, Conance—Dundee, May 28.
1224 Greenock, Slater—Newport, May 28.
1359 Niagara, Pickard—Liverpool, May 30.
1359 Beann Uamha, Thomson—Liverpool, May 30.
999 Remington, Munro—Liverpool, May 30.
1242 Carradale, M'Diarmid—Glasgow, May 31.
1247 Cæsaria, DeGruchy—Tyne, May 31.
1285 Eblana, Leven—Liverpool, June 1.
1198 Seaforth, Woodward—Liverpool, June 3—Sailed from Holyhead June 10.
785 Norwood, Harries—Liverpool, June 6.
1176 P. F. Webster, Cutting—Sunderland, June 12.
692 Margaret Pugh, Jones—Liverpool, June 13.
— Patriote, Demazure—Nantes, June 14.
1221 Dumfriesshire, White—Glasgow, June 15.
1490 Desdemona, Towell—Liverpool, June 15.
1379 Northern Empire, Malcolmson—Liverpool, June 16.
1261 Storm King, Reed—Liverpool, June 16.
1150 Adele Accame, Buccone—Liverpool, June 17.
1376 Elliotts, Mackay—Shields, June 18.
821 Agra, Hutchinson—London, June 20.
1595 Oriente, Webster—Shields, June 20.
1369 Rona, Brown—Liverpool, June 23.
729 Vanora, Inkster—Liverpool, June 25.
1287 Lord Lytton, Dakin—Liverpool, June 26.
1367 Maggie E. Seed, Whiting—Newcastle, June 26.
526 Chatanooga, Freeman—New York, June 27.
1533 Anglo-American, Jordan—Liverpool, June 28.
1476 Glenburn, Hartnell—Dundee, June 29.
1273 Dartford, Richards—Sunderland, June 30.
1174 Xenia, Reynolds—North Shields, June 30.
1415 Florida, Curtis—Liverpool, July 2.
1934 Hermit, Thomas—Liverpool, July 2.
1430 Oregon, Cushing—Liverpool, July 2.
1641 Romeo, Clarke—London, July 7.
1745 Clementina, Pozzio—Liverpool, July 9.
1103 Eastern Belle, Featherston—Cardiff, July 9.
1283 Palmas, Elias—Cardiff, July 9.
316 Hermon, Dillon—Liverpool, July 11.
289 Mallowdale, Dornan—London, July 12.
710 Abercarne, Lewis—Swansea, July 12.
436 Morna, Smith—Liverpool, July 13.
369 Exporter, Brooks—Shields, July 14.
432 Lanarkshire, May—Shields, July 18.
1497 Dreadnaught, Buston—Newport, July 19.
1588 Northern Light, Kenney—Liverpool, July 21.
1383 Birnam Wood, Gregory—Liverpool, July 25.
1282 Altcar, Harvey—Liverpool, July 25.
1471 Dunbritton, Emmett—Liverpool, July 25.
1401 Frank Flint, Evans—Liverpool, July 28.
1547 Hospodar, Kelly—Cardiff, July 31.
1157 North Wales, Owens—Liverpool, August 1.
1399 Muskota, Cutten—Liverpool, August 2.
475 Rodolfo Danovaro, Bregante—Leith, August 3.
1461 Elwell, Barstow—Liverpool, August 6.
1048 Jumna, Bissett—London, August 7.
1437 Œnone, Gage—Glasgow, August 13.
1319 Vernon, Burns—London, loading.
1354 Oimara, Simpson—London, loading.
350 Zubas, Stafford—Liverpool, loading.
1155 Norris, Barstow—Cardiff, loading.
774 Albuera, Robinson—London, loading.
1197 Almira-Robinson, Tarbox—Liverpool, loading.
843 Calcutta, Hanson—Liverpool, loading.
1472 Big Bonnanza, Stanley—Liverpool, loading.
873 Volonte de Dio, Simonetto—Liverpool, loading.
1191 Middlesex, Massey—London, loading.
1465 Buckinghamshire, Harland—Liverpool, loading.
972 Persia, Roberts—Liverpool, loading.
1283 Ardgowan, Kerr—Dundee, loading.
818 Scawfell, Lawrenson—Shields, loading.
1363 St. Mildred, Murray—London, loading.

STEAMERS.

SHORTLY DUE.

781 Adria, Breeze—Hongkong.
1187 Airey, Wilkie—Shields—Left Suez Canal August 16.
1727 Nizam, Barlow—London—Left Suez Canal Aug. 23.
1307 Tebe—Trieste—Left Suez Canal Aug. 24—Austrian Lloyd's, 25th Sept.
1149 Stelvio—Shields—Left Suez Canal August 24.
1453 Macedonia, Laird—Liverpool—Left Suez Canal August 27—Anchor Line.
1076 Lumley Castle, Browne—London—Left Suez Canal Aug. 27.
1528 Hutton, Hodges—Liverpool—Left Suez Canal Aug. 27.
1000 Livadia, Thwaites—Port Said—Left Suez Canal Aug. 27.
— Coromandel—Port Said—Left Suez Canal Aug. 27.
1110 Sceptre—Tyne—Left Suez Canal August 27.
1308 Blenheim—Liverpool—Left Suez Canal August 29.
874 Persia, Morello—Genoa—Left Suez Canal August 29—Rubattino, 1st Oct.
15 ambesi, Symons—London—Left Suez Canal August 29—Mails, 2nd Oct., for China.
1585 Mongolia, Coleman—Galle—Left Suez Canal August 30—Mails 7th September, for Southampton.
1037 China, Alderton—Galle—Left Suez Canal August 30—Mails October, for Venice.

MILITARY INTELLIGENCE.

ARRIVALS.—AUGUST 27.

Collins, Lt, 2nd Queens, on leave, from Poona.

AUGUST 28.

Daly, Lt, 2nd C I Horse, on leave, from Poona.

AUGUST 30.

Lake, Capt, R A, on duty, from Kirkee.
Plant, Lt, R A, on leave, from Kirkee.
Lechmere, Capt, 20th Regt N I, on leave, from Kirkee.

DEPARTURES.—AUGUST 30.

Tandy, Capt, 8th R A, to join to Poona.
Porlett Lt, R A, on duty, to Aurangabad.

AUGUST 31.

Maitland, Lt, 3rd Sind Horse, on sick furlough, to England.
Gunning, Major, Staff Corps, on leave, to England.

SEPTEMBER 1.

Cant, Lt, R A, on leave, to Poona.
Lake, Capt, R A, on duty, England.

BOMBAY ARMY ORDERS.

Adjutant General's Office, Head Quarters,
Poona, August 29.

The C-in-C is pleased to make the following appointments:—Captain and Brevet Major de L R F Wooldridge, Staff Corps, to be Station Staff Officer, Baroda.

25th N L I—Sub-Lieut F R H Chapman, 7th Foot, a probationer for the Staff Corps, to officiate as Wing Officer on probation.

Deolali Depot—Captain and Local Major J Smith, 7th Foot, to be Paymaster, vice Major Ross, resigned.

Major M J J Mignon, Staff Corps, is placed on general duty, Bombay.

The Assistant Inspector of Gymnasia is permitted proceed on his annual tour of inspection.

The undermentioned officer has leave of absence:—19th N I—Lieut G E Walter, 66th Foot, Wing Officer, on probation, to remain in Bombay, from 6th Sept to 10th Nov, in extension to study the Native language.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, Aug. 30.)

MILITARY DEPARTMENT.

The following words should be added to G G O No 436 of 1877 without prejudice to his military appointment.

Captain M H Nicolson and Lieut W G W Macbay, 1st Be'ooch Regiment, passed an examination in Brahui on the 24th April.

The undermentioned Officer is allowed furlough to Europe for one year and twenty-eight days, from date of departure, with the necessary subsidiary leave:—Captain (Local Lieut-Col) W F Prideaux, Staff Corps, Assistant Secretary to the Government of India, Foreign Department, and Officiating Political Resident, Persian Gulf.

The undermentioned Officers having completed twenty years' service, to be Majors, Staff Corps, from the date specified:—Captains V Birch and S B Miles, 20th August.

The undermentioned Officer is allowed furlough to Europe for two years, from date of departure, with the necessary subsidiary leave;—Lieut J N Walker, Adjutant, 13th N I.

The undermentioned Officer is admitted to the Bombay Staff Corps, with effect from the date specified:—Lieut A Pringle, 56th Foot, Officiating Squadron Officer, 2nd Light Cavalry, 28th July 1876.

The undermentioned Commissioned and Warrant Officers have been permitted by the Secretary of State for India to return to duty:—Lieuts H Mellis and C W H Sealy, Surgeon-Major H Cook, Conductor J Hickey, Lieut M James, Major E G Jenkins.

The undermentioned Officers have been granted extensions of leave for the periods specified:—Lieut-Col W H Beynon, Staff Corps, 1 month, Major H D Cathcart, Staff Corps, 6 months, medical certificate.

CIVIL APPOINTMENTS, &c.

The appointments of Brigadier-General G R S Burrows Colonel R Baigrie, CB, and Colonel S de B Edwardes, to officiate as Adjutant General, Quarter Master General, and Deputy Quarter Master General, respectively, notified 27th June, are to have effect from the 9th idem, inclusive.

The appointment of Colonel R Baigrie, CB, to officiate as Deputy Quarter Master General, notified 23rd May 1877, is to have effect from the 15th idem, inclusive.

The undermentioned Officer is allowed furlough to Europe for eighteen months, on medical certificate, with the necessary subsidiary leave:—Lieut P J Maitland, Staff Corps, 3rd Squadron Commander, 3rd Sind Horse.

Azam Visvanath Ganesh, Head Karkun of the Karmala Taluka, in the District of Sholapur, is appointed to be a Magistrate of the Third Class in the District of Sholapur.

The Hon the Governor in Council is pleased to invest Rao Bhadur Sadashiv Moreshwar Sathe, Magistrate of the First Class in the District of Tanna, with power to try summarily all the offences mentioned or referred to in Section 222 of Act X of 1872.

Rao Saheb Krishnarao Purshotam, Acting Mamlatdar of the Haveli Taluka in the District of Poona, is appointed, as a temporary measure, to be a Magistrate of the Second Class in the Poona District.

Rao Saheb Amardinomal Walad Maganmal Vasirani, Mukhtyarkar of Shahbandar, in the District of Kurrachee, is appointed to be a Magistrate of the Third Class in the District of Kurrachee.

Aram Ganesh Ramchandra, Special Sub-Registrar of Sauda, in the District of Khandesh, is appointed, as a temporary measure, to be a Magistrate of the Third Class in the District of Khandesh.

Rao Saheb Gopall Bapuji, Acting Mamlatdar of Taluka Akola, and Rao Saheb Hari Khanduji, Acting Mamlatdar of Taluka Parner, in the District of Ahmednagar, are pointed, as a temporary measure, to be Magistrate of the Second Class in the District of Ahmednagar.

Under the provisions of Section 28 of Act XIV of 1869 (The Bombay Civil Courts Act), Rao Saheb Dolatrai Sampatrai, Second Class, First Grade, Subordinate Judge of Dholka, in the Ahmedabad District, is, within the local limits of his ordinary jurisdiction, invested with the jurisdiction of a Judge of a Court of Small Causes for the trial of suits cognizable by such Courts up to the amount of Rs 50.

The Hon the Governor in Council is pleased, under Act X of 1872, to invest Messrs William Allen, V S Fitzgerald, and Parumal Khubchand, Magistrates of the First Class in the District of Shikarpur, each with power to hear appeals from convictions by Magistrates of the Second and Third Classes in the Shikarpur District (Section 268).

The Hon the Governor in Council is pleased, under Act X of 1872, to invest each of the undermentioned Magistrates of the First Class, in the District of Kaladgi, as a temporary measure, with power to try summarily all the offences mentioned or referred to in Section 222 of the said Act:—Messrs J H Todd, W H Horsley, H F Silcock, and Ramchandra Bapuji.

The services of Mr A Vingate, C S, are placed at the disposal of the Government of India in the Department of Revenue, Agriculture, and Commerce.

In consequence of ill-health, Mr H E Watson, Deputy Collector of Sehwan, in the Kurrachee Collectorate, has been allowed three months' privilege leave, and the following arrangements are made during his absence:—Captain A H Mayhew, Second Class, to act as First Class Deputy Collector during Mr Watson's absence. Mr R Giles, Third Class, to act as Second Class Deputy Collector, vice Captain Mayhew. Mr Mirza Ali Mahamed, First Class Extra Assistant Collector, to act as Third Class Deputy Collector, vice Mr Giles, Mr Kadirdad Khan walad Gul Khan to act as First Class Extra Assistant Collector, vice Mr Mirza Ali Mahammad.

Mr Pandurang Daji, Deputy Collector, in charge Husur Accounts, Poona, is allowed one month's privilege leave on medical certificate, and Rao Saheb Shrinivas Balaji Mamlatdar of Khed, is appointed to act for him during his absence, or until further orders.

Mr W Lee-Warner, Acting Assistant Commissioner, Sind, is appointed to act, until further orders, as Educational Inspector Sinnd, in addition to his other duties.

OVERLAND SUMMARY
OF
THE BOMBAY GAZETTE
Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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POSTAL NOTICES.

OVERLAND MAIL.

The Overland Mail Steamers of the P. & O.S.N. Company leave Bombay every *Friday* soon after 5 p.m., and the following are the hours for closing the Mails:—

Letters will be received at the General Post Office up to 3-30 p.m.

Newspapers, Books, and Patterns up to 1-30 p.m.

Registered Letters up to 1 p.m.

Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 1 and 3 p.m.

Late letters, if fully pre-paid by means of stamps in respect both of postage and of the *late letter fee* (2 annas each), will be received at the Wellington Pier Post Office from 3-30 to 4-30 p.m.

The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 3 p.m. and registered letters at 1 p.m.

Fully pre-paid letters will be received on board the Overland Mail Steamer after 3 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of 4 annas. All others will be refused.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 29th August 1876.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m and 10 p.m.

Barometer corrected 32 deg. Fah .... 29·772
Temperature of the Air.................................. 80·7
Wet Bulb Thermometer.................................. 78·1
Dew Point .... 77·1
Relative humidity of Air .... ·893
Extent of cloudy sky (the whole sky clouded—8). 7·4
Maximum temperature of air (read at 6 p.m) ..... 83·2
Minimum do. do. (read at 9-30 a. m.)... 76.0
General Direction of wind......WNW, W, NE, ENE, N, NNW, NW, WNW.
Movement of wind in 24 hours 258
f Rain .... 0·21
Total fall during month .... 4·51
„ „ „ year .... 50·63
Additional fall up to 10 A.M. of 30th August ...... 0·26

CALENDAR FOR AUGUST—SEPT. 1877.

PHASES OF THE MOON.

Last Quarter .... 1st, 2h. 6·5m. a. m.
New Moon .... 7th, 7h. 51·7m. p. m.
First Quarter .... 14th, 3h. 59 2m. p. m.
Full Moon .... 22nd, 8h. 26·0m. p. m.
Last Quarter .... 30th, 11h. 11·5m. a. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
August.		H. M.	H. M.	H. M.	H. M.
Fri. 31	......	5 46	6 14	3 44 m 2 48 a	9 20 m 9 44 a
Sept. Sat. 1	......	5 46	6 13	4 51 m 3 35 a	10 19 m 10 48 a
Sun. 2	Fourteenth Sunday after Trinity	5 47	6 12	6 20 m 5 1 a	11 50 a
Mon. 3	......	5 47	6 12	7 44 m 7 4 a	0 11 m 1 38 a
Tues. 4	......	5 47	6 11	8 59 m 8 42 a	1 46 m 3 5 a
Wed. 5	English Mail expected..	5 47	6 10	9 49 m 9 47 a	3 3 m 3 57 a
Th. 6	......	5 47	6 9	10 29 m 10 37 a	4 0 4 40 m

SPORTING.

THE UMBALLA GREAT ENGLISH ST. LEGER SWEEP, 1877.

THE Manager of the *Bombay Gazette*, Bombay, presents his compliments to the Honorary Secretary, ENGLISH RACE SWEEPS, UMBALLA, and in reply to his letter requesting the publication in the *Bombay Gazette* of an Advertisement of the Umballa Great English St. Leger Sweep, which closes on the 6th September next, begs to inform him that owing to a recent order of Government prohibiting the publication of such Advertisements of Sweeps, he is unable to comply with the request.

Bombay Gazette, Manager's Office,
Bombay, June 18, 1877.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS., THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MARRIAGES.

PEARCE—PEABODY—August 28th, at the Baptist Chapel, Madras, by the Rev. D. Downie, the Rev. G. Pearce, of the Baptist Mission, to Lavinia Peabody, of the American Telugu Mission, Ramapatam, and daughter of O. T. Peabody, Esq., of Virden, Illinois, U. S.

SHERMAN—BLACAS—August 25th, at Pondicherry, by the Rev. F. Leeper, Fitzroy Sherman, of Khotagherry, to Elise Louise Helene, youngest daughter of Captain C. Blacas, R N., Chevalier de la Legion d'honneur.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

FRIDAY, AUGUST 31, 1877.

IT is now plain that the Constantinople telegram reporting the capture of the Shipka Pass by Suleiman Pasha's army on Sunday last was founded on false information. The result of the prolonged and desperate fighting in the Pass from the 21st to the 29th instant is that the Turks, who were the attacking force, have failed to dislodge the Russians from their positions. The statements that the Russians were surrounded, and that the Turks had gained a position from which they could command the line of retreat on Gabrova, must be discredited, for the command of the line of retreat would mean the command of the road by which alone the Russians in the Pass can obtain supplies, and, if Suleiman's troops had won such a position, the evacuation of the Pass by the Russians would have been the necessary and immediate consequence of this success. It appears probable, however, that the Russians are by no means confident as to their own ability to repulse fresh attacks, for they have had the prudence to remove all their wounded from Gabrova northwards. But it will be strange if by this time they have not received sufficiently strong reinforcements from Tirnova to enable them to hold their own, and this is all they are aiming at for the present in the Balkans. Their immediate task, before attempting a fresh invasion of Roumelia, is to crush Osman Pasha, who has already proved himself to be such a redoubtable foe, and whose army is said now to have been raised to a strength sufficient, one would think, to hold an entrenched position against any possible force the Russians can bring to attack it. If Suleiman had been able to force his way through the Shipka Pass and join Osman, the campaign might probably have been terminated within a few weeks' time by the expulsion of the Russians from Bulgaria; but this great disaster for the Russian arms has so far been averted. If the invaders of Bulgaria cannot advance, it appears to be equally clear that the Turks, when acting on the offensive, cannot dislodge them from the positions they have already acquired; and, if the Russians could by one supreme effort defeat Osman Pasha, they might still hope to bring the war to a successful issue this year. The superiority, however, of the Turkish rifle to the weapon with which the bulk of the Russian troops are armed seems to be so marked that a decisive victory of this kind can hardly be looked for, unless the Russians have discovered among their officers a man possessing talents for generalship of which their movements up to the present time have shown no indication.

THE Russians evidently have the advantage over the English as regards getting quick intelligence from Central Asia. It is now two months since the news of the death of Yakoob Khan, Ameer of Kashgar, was made known by the Russians in Europe; but intelligence has only just been received in India through Cashmere which confirms the Russian account of the Ameer's death. It appears that Yakoob Khan was assassinated by Hakim Khan Torah, son of Buzoorg Khan, the former ruler of Yarkand, whom Yakoob first served as a general and afterwards deposed. One of Yakoob's sons was also slain at Yarkand. Hakim Torah has been recognized by the troops and people as ruler of Yarkand, thus restoring the former dynasty. We learn, however, that Yakoob Khan's second son is at Kashgar, so that it is probable the kingdom of Eastern Turisktan, which Yakoob consolidated, will now be broken up again into two or more principalities. The death of a Prince whose power, though probably much exaggerated by English travellers, was apparently based on a tolerably firm foundation, shows once more how unstable are all Eastern dynasties, and how little England has to gain by petting and pampering individual rulers, who may at any moment be removed by assassination, and whose kingdoms perish with them. England can have no friends or allies in Asia beyond the range of fire of the rifles in the hands of her soldiers. Yakoob Khan's Ambassador was in London last month soliciting gifts and protection for his master; and it is perhaps a fortunate circumstance that the death of the Ameer happened in time to put a stop to such negotiations; for, as the English are not likely to send a military force into Eastern Turkistan, the best thing they can do with the country is to let it alone.

WHEN it became evident from the police returns that large numbers of people were flocking from the districts into Bombay, Sir Richard Temple determined on taking precautions to preserve the health of this city and to provide protection and food for the really destitute. We understand that this arrangement has now been carried out, Mr. Nairne, the Collector of Tanna, having received instructions to establish a famine relief camp at Coorla where all people "on the tramp" to Bombay, which is popularly regarded in the districts as an El Dorado, will be examined, and where, while the able-bodied will be allowed to proceed, the sickly and the destitute will be detained and supplied with food and medical attendance. This wholesome check upon indiscriminate immigration into Bombay will have the effect of showing what classes are really leaving their villages. It has been too hastily assumed that all the people flocking Bombay-wards are destitute. Many of them are not only able-bodied but tolerably well off, and their coming here is due to causes which they would find a difficulty in reasonably explaining. Some of them do it from a gregarious instinct that induces them to follow a leader, others because they really believe they will find plenty of food and money here without the bother of working for it, and the minority have been actuated by real distress. Private charity is doing much in feeding these immigrants, large numbers receiving grain every morning from wealthy natives at the various bunders; and this practice, though laudable enough from one point of view, has the effect of encouraging idleness and fostering permanent beggary. We believe that up to this moment few, if any, applications for employment have been made by these immigrants at the Prince's Dock, the largest labour market at present available in Bombay. This is a noteworthy corroboration of what we have just said about the inclinations of the immigrants and the effects of the private charity to which they are being unreservedly treated by their sympathising fellow countrymen.

IT may fairly be assumed that the Government of India would not have at last sanctioned the extension of the railway through Guzerat from Ahmedabad to Pahlunpore on the broad or standard gauge, if it were not prepared to abandon, under the application of a little judicious pressure, the design of making a narrow gauge line from Pahlunpore to Ajmere. For this concession completes the absurdity of the position in which the Government would be placed if it still insisted on maintaining a break of gauge on the Western Rajpootana Railway. The original plan of a system of narrow gauge railways, complete within itself and supplying the means of communication for a distinct and large part of the continent of India, had much to recommend it; but all its main features have been effaced one by one, till now it is reduced to a mere proposal to thrust into the midst of a system of broad gauge lines a length of narrow gauge railway so small that the possible saving in cost of construction must be quite infinitesimal, while the confusion and annoyance to passengers and merchants caused by such an interruption to the smooth course of traffic over lines built on a uniform gauge would be endless and unendurable. The lines already constructed, or the construction of which has been sanctioned, on the broad gauge, cover a total length of 6,787 miles; and this great system of Imperial highways of commerce would be perfectly uniform and continuous, extending from Madras to Hyderabad and Bombay, from Bombay to Nagpore and Calcutta, from Calcutta to Delhi, Lahore, and Peshawur, and from Peshawur to Kurrachee and Delhi to Bombay, but for the introduction of a break of a few hundred miles of line of a different gauge on the section from Delhi to Ahmedabad. Could anything be more pitiful or grotesque than this ingenious contrivance for depriving India of the advantages of a perfect system of trunk railways? The great object any State seeks to attain by building railways is the freest circulation of traffic from one end of the country to the other; and this can only be secured by means of a uniform gauge which allows all the companies to have rolling stock of the same dimensions. In any emergency, whether in time of peace or war, it is indispensable that the rolling stock of all the Indian railways should be available for transfer from one line to another; but the champions of break of gauge are inexorable in refusing to let such an interchange take place; or at least they say that it shall be rendered possible everywhere except on the most direct route for troops and merchandize between Upper India and the chief Indian seaport. We dare say some of our readers remember that in London twenty years ago, before the great improvements were carried out which have made the English capital the handsomest as well as the wealthiest city in the world, there was no more familiar sight than a block of traffic in the streets caused by the jutting out here and there of a few unsightly houses beyond the ordinary line of street frontage, in such a way as to obstruct three-fourths of the broad roadway and restrict the passage for vehicles to a narrow gut, through which cabs, omnibuses, and wagons struggled to work their way at the cost of much loss of time and temper. The interposition of a section of narrow gauge railway on the trunk line from Bombay to Delhi will be just one of these vexatious and uncouth impediments to traffic; and the amazing thing is that, while all enlightened Municipal Corporations in London and elsewhere have for many years been engaged in spending money lavishly in order to do away with irregularities in the width of the public roads, General Strachey demands that such obstructions shall be, not maintained, but absolutely created on Indian railways, in the name of science and philosophy. How little such false economy as break of gauge involves is appreciated by the natives of this country may be inferred from the speech of Mr. Raghunath Narayen Khote, which bears testimony to the thorough appreciation by the natives of the superior comfort and speed of standard gauge trains. Perhaps nothing is more perplexing in this controversy about the merits of different gauges than the curious forgetfulness by General Strachey and his friends of the extreme importance of quick despatch nowadays in the transport of merchandize as well as passengers. To a merchant the expeditious delivery of produce he has bought for export from Bombay means the possibility of turning over his capital three or four times in the year instead of twice; and it must be obvious to any one who takes the trouble to consider the matter that the merchants of Bombay will be put to a great disadvantage as compared with those of Calcutta in competing for the grain trade of Upper India, if they are deprived of the natural advantages of position of this seaport by being condemned to have the wheat and seeds they buy brought down here at half the rate of speed at which similar merchandize can be conveyed to Calcutta. We forbear to press the special claim of the merchants of Bombay to be well treated by a Government which has now taken away from them the use of the G. I. P. Railway, because the right of the Government to monopolise the means of transport on the railways is a grave question which demands and will receive separate consideration. We have only touched briefly, and probably for the last time, the heads of the argument against break of gauge on the Western Rajpootana Railway. Not much remains to be said after the ample discussion the subject received at Wednesday's meeting; and we shall be greatly surprised and mortified if the memorial adopted by the meeting fails to find favour with a Secretary of State who has a special talent for sweeping away the cobwebs of sophistry with which men of General Strachey's stamp obscure the plainest dictates of common sense.

WHIST.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Will you or any of your readers kindly say what rule is followed when after the close of a game at whist, but during the rubber, it is found that the scoring has been incorrect? For instance, A and B are 3 up against their adversaries 1:—A and B score the odd trick, call 2 by honours and mark a double. Almost immediately after, but while the cards are being dealt for the second game, C and D note that honours were easy in the previous game, and that A and B ought only to have scored the odd trick. VOX.

TURKISH AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

CONSTANTINOPLE, AUG. 9.

THE failure of the Russian expedition in Roumelia is as inexplicable as that of the campaign in Asia. As in Armenia, so in Roumelia, the Russians were believed to have come over the mountain in great force, prepared to carry everything before them. The results achieved, however, have fallen far below the expectation formed of the militrry power of Russia, and the retreat of the army of the Czar to the Balkans remains still to be accounted for, on other grounds than the resistance which it met with from Suleiman Pasha. If implicit faith could be placed in Turkish official bulletins, no further explanations are needed. It was simply Turkish valour which prevailed over Muscovite strength, and which made it impossible for the Russians to hold the positions they had surprised at the base of the Balkans. It remains for future historians to demonstrate whether the great military superiority arrogated to itself by Russia was a sham, or whether the movements of the army have been hampered by diplomatic considerations, as some affirm. The facts, however, remain that the Russians have been unable to hold their positions on this side of the Balkans, that they have been compelled to abandon successively Eski Saghra, Kasanlik, and even the Hain Boghaz, the first pass through which they came; that, on the north of the Balkans, the Emperor's head quarters have fallen back from Tirnova to Biela and from Biela to Sistova, and the latest report is that he will soon recross the Danube and proceed to Bucharest.

Suleiman Pasha and his army are now, to all appearances, masters of the situation, they have cleared the southern base of the Balkans of the enemy, they have removed the danger threatening Adrianople and Constantinople, and they would be deserving, in every sense, of the gifts and praises bestowed on them by the Sultan for the services rendered, if the late fighting round Eski Saghra and Kasanlik had not been marked by the most barbarous cruelty. Wherever the Russians have appeared, the Bulgarians have risen at their call, and having been furnished with arms, they have become a dangerous enemy to the Turks, doing, as it were, the dirty work of the war for their protectors. Theirs has been the task to butcher helpless women and innocent children, to burn Turkish villages, to tear up the rails, and blow up the railway stations, or to waylay stray parties of Turkish soldiers and cut them to pieces. It followed naturally that, wherever the Russians were concentrated in force, there the Bulgarians with their families gathered under their wings. Eski Saghra, the centre of a district, was one of these places of refuge, and when the Russians evacuated the town, for reasons not given, the Bulgarians remained behind to dispute the possession of it with the Turks. In Suleiman's report he admits he had some difficulty in dislodging the Bulgarians from the houses and churches, from whence they poured a destructive fire on his troops; but at length he prevailed, and the Bulgarians, as armed rebels against their Government, could not hope for mercy, nor did they get it, and it is supposed that few survived the taking of Eski Saghra. The Bashi-Bazouks, intent on plunder and violence, set fire to the town, slew the women and children, and no detail seems to have been wanting to complete this chapter of horrors. Impartial reporters give Suleiman Pasha credit for having used his utmost endeavours to stay the carnage, and some 6,000 or 7,000 women and children were rescued and despatched under a strong escort of regular troops to Karaburnar and thence by rail to Adrianople. Be it said to the credit of the regular troops that they had no share in the evil deeds of the Bashi-Bazouks, and here, as at Yeni Saghra, their efforts were directed to repress the ferocity of the Circassians, Ziebeques and other Bashi-Bazouks, that gathering of brigands and cut-throats which forms, the curse and the disgrace of the Turkish Army. The line of march of the regulars, even after defeat, has been unattended with any instances of brutality towards non-combatants, and, as an instance, I was informed on the best authority that the troops which had fought in the Schipka Pass had arrived at Philippopolis after a long journey, footsore and shoeless, without baggage or flags, but that their conduct throughout the march had been faultless. What provisions they required on the way they paid for, and for the most part with Russian coin, the spoils of war; and they brought along with them some of their wounded comrades and about a dozen Mussulman Cossacks who had deserted from the Russians. My informant also adds that the Turks held out in Schipka until their ammunition and provisions failed, and that the defence must have been a brave one, for out of 10 battalions, not 4,000 men arrived at Philippopolis. But to return to the victims of the war. The version received at Constantinople gives a lamentable account of the destitution and misery of these helpless creatures, deprived of their bread-winners, and suffering many of them from wounds and sickness brought on by exposure, hunger, thirst, and the fatigues of a long journey on foot under a broiling sun. The Central Committee of Relief for Bulgaria, &c., sitting at Constantinople, who had wisely reserved some of the funds at their disposal in view of such a probable contingency, at once despatched money and agents for the relief of the sufferers, but much must be done, and done quickly, and the Committee are putting forth earnest appeals to the charitable. The barbarous circumstances attending this war are a bitter irony on the much vaunted humanity of the Czar, and if his tenderness of conscience on that point be not a sham like most other things Russian, the recollection of the atrocities perpetrated by his people, or provoked by the cruel turn they gave to the war, should for ever stand between him and his rest, a ghastly multitude of men, women, and children, who but for him and his unscrupulous advisers, might still have lived their happy unambitious lives. Mussulmans and Bulgarians were content to labour side by side, both nations working out their destinies as ordained by Providence. One, thrifty, money-grubbing, and given to multiply and increase, would gradually have gained the ascendancy over their Turkish brethren, who are neither improvers of their opportunities, nor of their fortunes, and whose rapidly decreasing numbers would, in the ordinary course of nature, have reduced them to the second-rate position.

The sinister reports which ushered in the new Sheik-ul-Islam have not yet been realised, and the unfurling of the flag of the Prophet will be deferred till a more convenient season. Although popular rumour pointed to an absence of religious fervour as the cause of the late Sheik's dismissal, people better informed are inclined to attribute his fall to the success of a petty intrigue so common in Oriental courts, and which have their origin in motives as low as the means employed to effect the ruin of the individual attacked. Religious fanaticism had very little to say, I am inclined to think, in the transfer of the post of Sheik-ul-Islam from Hairoullah Effendi to Kara Halil Effendi, and the gloomy stories related of the latter's antipathy to the Christian races, and his readiness to unfurl the dreaded banner at the request of the Sultan, were most likely the offspring of the fevered imaginations of the Pesotes under the influence of excitement caused by the scare which happily is now dying out.

Arifi Pasha, the new Minister of Foreign Affairs, has made way for a successor, and Server Pasha has been appointed in his place. The dismissal of Arifi was attributed to an unfortunate circular addressed by him to the Foreign Courts, sanctioning, as it were in anticipation, the reprisals likely to be taken by the Turks, in case the Russians continued to practise the system of cruel extermination of the Moslem population, which they had inaugurated on entering Bulgaria. Prince Reup, the German Ambassador, is reported to have taken up the matter hotly, and to have addressed a severe Note to the Porte, enquiring if he was to understand that the Minister of Foreign Affairs intended to convey, by his circular, an intimation that the Turkish Government was unable to exercise sufficient control over its Mussulman subjects, and confessed itself powerless to protect the Christian portion of its subjects? Arifi was, of course made to pay for his blunder, and his prompt dismissal put an end to the question. A few evenings ago the sound of distant cannonade was distinctly heard in the Upper Bosphorus, the flashes of the guns were even visible, and the next day it was ascertained that a Russian cruiser, believed to be the Grand Duke Constantine, had approached to within 15 miles of the entrance to the Bosphorus, and, probably out of bravado, had bombarded a fishing hamlet inhabited by Greeks, and burned three small craft laden with firewood. The alarm was given at the Admiralty, and three ironclads were dispatched to look after the intruder, but the Grand Duke Constantine steams 18 knots, and can laugh at ironclad pursuers.

The expedition to Soukhoum Kaleh has proved profitless, and, like the war in Montenegro, was so much deducted from the strength of the army available against the Russian invasion. The troops will soon be withdrawn, and sent to reinforce Mehemet Ali's army on the Danube. The Turks will not, however, leave to the vengeance of the Russians, the people they have incited to revolt. Hobart Pasha has been commissioned to carry away the Circassians from Soukhoum Kaleh to Trebizonde, from whence they will be distributed in different parts of Asia Minor. With twenty ships at the Admiral's disposal, it is supposed he will effect the transport of the emigrants in about three weeks time.

The report that Nicopolis has been retaken is acquiring consistency. As the fortress was held by Roumanian troops, it is not unlikely that they fled across the river, as he said, as soon as the fighting became too hot for their taste. Telegrams have been received at the War Office, reporting a victory at Loftcha. It is presumed that Osman Pasha's army has again been engaged with its usual success.

An Imperial *Irade* calls to arms the second reserve of the Mustaphez; this applies to men of fifty years old and upwards.

RAIN FALL AT AHMEDNUGGUR.

THE following genuine and devout letter, written by a native, we give as it has reached us:—

AHMEDNUGGUR, AUG. 28.

This station has this day the good luck of being all of a sudden monsoonish, and its inhabitants the gratitude of casting their eyes to Heaven and of opening their hearts to say, Thank Thee, oh God, we have at last the pleasure of seeing ourselves worthy of Thy mercy, which Thou hast to our great joy commenced pouring upon us (in the form of rain) from 1 p. m. this day. Certainly it was not without tears in our eyes, cares, anxieties, and disappointment at our hearts that we have been with patient expectation waiting the arrival of Thy mercy these two months. Now that Thou hast given to Thy mercy a good start, which though late yet not so late as to banish all our expectations of the future crops of no less than 18 sorts of grains, be pleased to give an ear to our prayers which we with one accord offer Thee, and beg the continuance of the pouring of Thy mercy upon us from Thy blessed inexhaustive store of that kindness.

While I write this, clouds have thick gathered upon us, drizzling continues, winds have stopped, it continues close, and every hope of a good downpour is entertained, before the sun, now hidden behind clouds, bids us farewell for the day.

WE have been favoured with the following telegrams:—

HYDERABAD (DECCAN), AUG. 30, NOON.

Sixty cents of rain fell last night. Every appearance of a further fall.

BROACH, AUG. 30.

Cotton prospects fair. Cereals require rain. Weather cloudy. Mild showers this morning.

BOMBAY.

EMIGRANTS FROM THE FAMINE DISTRICTS.—Emigrants from the famine districts are still daily flocking into Bombay, the average number of men, women, and children being 1,200. It is stated that refuge camps, aided by Government, will shortly be opened at Coorla, Panwell, Alibaugh, and other approaches to the city of Bombay, where the most destitute and sickly of the emigrants will be cared for, and only those who are able to perform daily labour will be permitted to enter Bombay. Sir Frank Souter, the Commissioner of Police, with Mr. Grant, the Municipal Commissioner, and other Government officials, proceeded yesterday morning to select the most favourable site for the intended camp.

THE following is the list of passengers per Italian mail steamer Australia, Captain Bozzoni, sailing to-morrow, September 1st, at 10 a.m. For Genoa—Major R. Morris, Mr. J. C. Walker, Captain Babington, Mr. Jamsetjee Ardeshir Wadia, Mr. Manockjee Bezonjee Cooper, Lieut. R. Constable, Mr. J. A. Jeffreys. For Naples—Rev. J Hendrie and Mrs. Hendrie. For Port Said—Mr. Spero Lambi. For Aden—Mr. Abraham Heman, Mr. Din Mahomed, nine others, and four infants, Mr. Cursetjee Muncherjee, and Mr. Dada.

THE INDIAN MEDICAL SERVICE.—We hear that Messrs. Byramjee N. Coyajee and Kaikusro Sorabjee Nariman have successfully passed the requisite examinations in London for entrance into the Indian Medical Service.

THE following is the programme to be played by the band of the Marine Battalion this evening at the Apollo Bunder, weather permitting:—

March........		
Quadrille........	Trebizonde	Arban.
Waltz	Soldaten Lieder	Gung'l.
Cavatina	Anna Bolena	Donizetti.
Waltz	Albertha	Rosati.
Galop	Berlin	Michaelis.

STATEMENT OF SILVER BALANCE IN THE MINT.—The value of silver in the Mint on the morning of the 29th August 1877 was Rs. 1,10,41,089, and silver received during the week Rs. 16,26,597. The sum of Rs. 8,00,000 in new coin was paid during the week; the balance left was Rs. 1,18,67,686. There is in addition of bullion valued at Rs. 24,80,662 belonging to private individuals deposited in the Mint vaults and awaiting assay.

THE BARQUE OTTER.—Grave fears are entertained regarding this vessel. She left Madras on 31st July, in ballast, for Coconada, which port, with the S. W. monsoon in her favour, she should have reached in 48 hours. She has not, however, since been heard of. The Otter arrived at Madras in ballast, from Mauritius, and was chartered to load at Coconada and Madras for London. She is a fine iron barque of 499 tons register, and was built in 1864 at Sunderland by Messrs. Oswal and Co., when she was classed double A 1 at Lloyd's and for 20 years in the Liverpool Underwriters' Registry. She was commanded by Capt. W. H. Davis; her owner is Captain W. Raskin, of Greenock.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 28th August, was 693, being 4 less than in the preceding week, 365 more than the total of the week ending 29th August 1876, and 365 more than the mean of the corresponding period in the preceding five years. During the week 318 births were reported in the different districts of the city. The rate of mortality per 1,000 of the population was 53·74. There were 217 deaths from remittent fever which is 19 more than last week and 126 more above the same period last year. There were 62 deaths from cholera last week as compared with 91 during the previous week. The deaths from diseases of the respiratory system, diarrhœa, and dysentery were last week 43, 34, and 68 respectively as compared with 22, 25, and 10 last year.

MUNICIPAL PROSECUTION.—The landlord of house No 522, Combarwada, named Dama Ramchund, was yesterday fined Rs. 100 by Mr. W. Webb for not complying, after conviction, with the Municipal Commissioner's notice requiring him to ventilate his house gully by removing an overhanging balcony; besides the fine, the Magistrate said that the order made on the last occasion was still to remain in force.

ILLEGAL STORAGE OF COMBUSTIBLE PROPERTY.—Yesterday, at the Fort Police Court, a Parsee shopkeeper, named Jamsetjee Nowrojee Kapadia, was convicted by Mr. W. Webb of storing a greater quantity of kerosine oil than the quantity expressed in his licence, contrary to the bye-laws for the storage and deposit of explosive combustibles in the city of Bombay, and was fined Rs. 100, and Rs. 50 per diem until the oil was removed from the premises.

SUICIDE.—An inquest was held by the Coroner yesterday, on view of the body of Nusserwanjee Hormusjee Ghaswalla. It appears that for the last six months deceased was pressed by his creditors, and there was a suit against him in the Court of Small Causes for the sum of Rs. 800, which was to come on for hearing yesterday. At about 4 o'clock yesterday morning deceased was discovered insensible, suffering from the effects of opium poisoning, from which he expired. A verdict was returned accordingly.

SMALL CAUSE COURT.—At the Small Causes Court yesterday, before the 2nd Judge, the case of Hajee Jacob Purdah v. Messrs. W. Nicol and Co., was heard. Mr. Macfarlane appeared for the plaintiff, and Mr. Payne for defendant. In opening the case Mr. Macfarlane, on behalf of the plaintiff, said that this was a suit brought by his client against the defendants as the agents of the B. I. S. N. Company for the short delivery of forty bags of jowaree grain ex-steamer Akola from Hodeida. Mr. Macfarlane read some correspondence that passed between plaintiff and defendants, from which he considered it quite clear that the plaintiff was willing to take delivery, but as it was accepted by the defendants conditionally that the plaintiff should give receipt in full for all short delivery, the plaintiff thereupon declined, and therefore was compelled to take this legal proceeding. His Honour after hearing Captain Alfred Clarke, surveyor on behalf of Messrs. W. Nicol and Company, and Captain John Dickson, surveyor, and two witnesses on behalf of Hajee Jacob Purdah, was of opinion that the weight of evidence was in favour of the plaintiff, and consequently he entered his verdict against the defendants for Rs. 352, being the value of short delivery, and the costs, with Rs. 30 for professional charge.

PASSENGERS BY THE HOMEWARD MAIL.

THE following passengers are booked to proceed by the P. and O. Co.'s s.s. Surat, Captain G. C. Burne, to Southampton, Brindisi, Venice, Suez, and Aden to-day:—

For Southampton—Lieut. Maitland; Mr. H. R. Brittingham; Mr. E. Williams; Mrs. Twemlow and infant; Mrs. Nugent and infant; Mr. W. S. Sullvan; Mrs. C. G. Gunning and infant; Capt. E. Lake, R. A.; Mr. A. Cooper; and Miss Nugent.
For Brindisi.—Mr. J. Elston and Major C. G. Gunning.
For Venice.—Mr. Jas. Greaves; Mr. Geo. Cotton; Mr. H. J. Richards; Mr. A. H. Gillanders and Mr. C. Pandoorung.

BOMBAY GYMKHANA.

CHAMPION ATHLETIC MEETING.

Monday, Sept. 24th—Throwing the hammer; half mile flat race; wide jump; 100 yards flat race.
Tuesday, 25th—3 miles walking race; throwing the cricket ball; quarter mile flat race.
Wednesday, 26th—Hurdle race; putting the shot; high jump; 1 mile flat race.

All events are open to officers of the Army and Navy, members of the Civil Service, and of the Byculla, Bombay, Bengal, United Service, Madras, Western India, Sind, and Allahabad Clubs.

Entries Rs. 5 for the jumps, throwing the cricket ball, hammer and shot. 1 G. M. for all other events. Entries to close on the 31st August. After that date and up to the 10th Sept. the entrance fees will be doubled.

For further particulars apply to the undersigned

N. R. OLIVER, } Hon. Secs.
C. YOUN ,

Holloway's Pills.—Disorders of the Kidneys, known by the deeply-seated pain in the back and scanty secretion of water, can be arrested in their distressing and rapid course by these regulating Pills. Their highly tonic and strengthening properties prevent the impoverishment of the blood and the derangement of circulation characteristic of kidney disease, and often ending in partial or general dropsy. Experience has proved the almost unvaried success obtained when Holloway's Pills are taken in the earlier stages, and the ease they afford when the complaint is more advanced. They relax the hot and parched skin, overcome the attendant costiveness, induce a copious secretion by the kidneys, which are the harbingers of disease departing and health returning.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR OWN CORRESPONDENT.)

BOMBAY WEEKLY FAMINE REPORT.

POONA, AUG. 30.

The Bombay Weekly Famine Report for the week ending the 29th inst. says, that in Khandeish the rainfall has been so good, that almost all anxiety is removed regarding that Collectorate. Rain has also fallen in Nasik, Ahmednuggur, Sholapore, and Belgaum. In the rest of the famine area more rain is much wanted, and the crops are suffering. The average price of jowari is 12½ pounds per rupee. There is a slight rise in Satara, from whence crop reports are not quite so good as previously. High prices keep up. The numbers of people on the relief works show an increase this week of 14,609 in Ahmednuggur, but the increase is partially due to the introduction of piece-work on the Dhond and Manmar Railway, whereby industrious labourers earn more than a mere subsistence. Cholera is decreasing. Number receiving charity is 17 per cent. of workers. At 9 o'clock p. m. there was slight thunder here, and rain has fallen steadily since 4 o'clock p. m.

[REUTER'S TELEGRAMS.]

(By Indian Telegram.)

THE VICEROY AT MADRAS.

MADRAS, AUG. 29.

H. E. the Viceroy and party arrived this morning, travelling by the new line from Arconum, and was received at the station with much ceremony. His Grace the Governor, the Civil and Military officials and the High Court Judges in their robes, were present. Troops lined the road to Government House, and the usual salutes were fired. H. E. the Viceroy stays at Madras till Wednesday next, when he goes to Bangalore.

(By Red Sea Cable.)

THE FAMINE RELIEF FUND.

LONDON, AUG. 30.

The Mansion House fund for the relief of the Famine in Southern India has now reached the sum of £55,000.

THE RUSSIAN LOSSES IN THE SCHIPKA PASS.

A Russian official despatch concerning the losses in the Schipka Pass states, that the number of Russian wounded amounts to 2,480, which includes 95 officers. The number of killed is as yet unknown. All the wounded have been removed from Gabrova.

THE TURKISH FORCE AT PLEVNA.

The Turkish force under the command of Osman Pasha at Plevna, which is strongly entrenched, numbers 75,000 men and 200 guns.

RUSSIAN POSITION IN SCHIPKA PASS.

LONDON, AUG. 30.

A despatch has been received from Suleiman Pasha, in which he states that his entrenchments are now only 150 paces distant from the Russian positions, which are blocked on three sides, the route to Gabrova alone being open. Every effort is being made to complete the blockade.

THE WAR IN BULGARIA.

A division of Roumanian troops has crossed the Danube to the westward of Nicopoli in order to operate in the rear of Plevna.

THE WAR IN ASIATIC TURKEY.

A Russian official despatch confirms the unofficial statement, that Ahmed Mukhtar Pasha had made an unsuccessful attempt to surround the Russian positions at Kurukdara, but that he had succeeded in capturing Kizeltepe.

Ahmed Mukhtar Pasha reports that he buried 1,064 Russians after the battle of Kizeltepe.

FAILURE OF THE NILE OVERFLOW.

ALEXANDRIA, AUG. 30.

The river Nile is still below the lowest level which it has been on the same date during the last eight years. A slightly downward tendency has been observed during the last four days.

STEAMER MOVEMENT.

PORT SAID, AUG. 29

The B. I. S. N. Co.'s steamer Merkara, homeward bound from Calcutta, &c., left here to-day.

THE MAILS.

LONDON, AUG. 29.

The Bombay Mails of the 10th instant arrived at Brindisi yesterday.

THE INCOMING MAILS.

ADEN, AUG. 30.

The P. and O. Co.'s s. s. Nizam, with the outward London Mails of 17th inst., left here for Bombay at 12 noon to-day. The same Company's steamer Bokhara left for Galle and Calcutta at 4 p.m. to-day.

LONDON, AUG. 29, AFT.

The Liverpool Cotton Market closed firm. Surats firm.

The London Cotton Market has been steady.

Fair Dhollera	5 1-16
The Manchester Market has been quiet.	
Exchange on India. 60 days' sight	1.8¾
4 per cent. Rupee Paper	82¼
4½ per cent. do.	82½
5½ per cent. do.	88¾
3 per cent. Consols for account	95
Bar Silver	54½
5 per cent. French Rente, 1872	106

Arrival—Scio.

Departures—Gervin and Persia.

TELEGRAPHIC LINE REPORTS.

Latest Messages received up to 8 p.m. yesterday :—

	Greenwich Time.	Average Time in Transit. H. M.
FROM UNITED KINGDOM—		
Via Teheran (perfect)..	30th—11 0 p.m.	1 36
" Turkey (do.)..	30th— nil	nil
" Suez (do.)..	30th—13 20 p.m.	1 44
FROM CONTINENT OF EUROPE—		
Via Teheran (perfect)..	30th— 9 22 p.m.	0 36
" Turkey (do.)..	30th— nil	nil
" Suez (do.)..	30th—12 0 p.m.	2 28
FROM CHINA—		
Via Amoor		nil
" Singapore (perfect)..	30th—10 20 p.m.	15 44
FROM AUSTRALIA—		
Via Singapore (perfect)..	29th—17 45 p.m.	28 21

INDIAN BRANCH.

	Max. Hrs.	*Max.* Mts.	*Min.* Hrs.	*Min.* Mts.
From Calcutta	2	16	0	5
" Galle	one	in	20	30
" Kurrachee	1	28	0	4
" Madras	18	1	3	39

WEATHER REPORTS.—AUG. 30.

(Madras Time.)

CANNANORE, 5 P.M.—Weather showery, wind S. W., ther. max. 80, W. B. 76, min. 74, bar. 29.89. Fall of rain 1 inch 53 cents.

CARWAR, 6 P.M.—Weather thick and rainy, wind W. variable 6, ther. 77, bar. 30·5. Fall of rain 35 cents.

MANGALORE, 4.36 P.M.—Weather rainy, wind E., N. E., N. W. Fall of rain 1 inch 53 cents.

TUTICORIN, 4.50 P.M.—Weather fine, wind W. moderate, ther. 95, bar. 29.87.

VIZAGAPATAM, 5 P.M.—Weather rainy, wind W. light, ther. 80. Fall of rain 1 inch 39 cents.

RAIN AND CROP REPORTS.

TO AUG. 28.

RAIN has fallen in Kurnool, Vizagapatam, Tinnevelly, Trichinopoly, Madura, Cuddapah, Kistna and North Arcot. For Bombay, a good fall of rain is reported from Tanna, Colaba, Nassick, Ahmednagar, Khandeish, and Belgaum; light rain in Panch Mahals, Sholapur, Sattara, Kaladgi, Dharwar, and Kanara; none in Ahmedabad or Ratnagiri. For North-West, there has been a good fall of rain in Kumaon and in parts of Meerut; light in Benares, Allahabad, Agra, and Lucknow, none in Jhansi, Sitapur, or Fyzabad. From the Central Provinces moist monsoon weather is reported to be general. In Mysore there has been no rain. In Central India to the 29th inst. rain was reported to still continue in Malwa, but none at Neemuch or Gwalior; distress is prevalent there, and to the North. Commencement of the railway earthwork has almost stopped emigration.

FALL OF RAIN IN BOMBAY.

	COLABA. In. cts.	FORT. In. cts.	BYCULLA In. cts.
Thursday, Aug. 30, up to 6 a.m.	0 21	0 26	0 51
Previously registered	50 42	40 13	47 70
Total up to date	50 63	40 39	48 21
Fall up to 30th Aug. 1876	41 65	43 17	51 17

HEAVY rain fell on Wednesday night and all yesterday in Bombay, and it gratifies us to learn that this rain has been general throughout the country both to the north and east, even as far as Hyderabad in the Deccan. Bombay will now be saved second year of famine, though we shall still have a season of high prices and much distress. The price of rice of the best quality in Bombay, which had risen to Rs. 80 a candy, has now fallen to Rs. 55, and the prices of other kinds of grain and of meat have fallen in like proportion.

THE Calcutta mail train was several hours late yesterday in consequence, it is supposed, of heavy rains beyond Jubbulpore. But no information as to the cause of the detention has been received by the railway authorities here. The mails were received at the Bombay Post Office after 5 p. m and will be delivered this morning.

THE latest official report from Mysore, dated 25th instant, is not at all encouraging. We are told, "There is every indication of the S. W. monsoon rains having now ceased. More rain is urgently needed everywhere, but mostly in the Malnad taluks on the western frontier, and agricultural prospects are most critical." This is the first official intimation of the absolute failure of the S. W. monsoon over a great part of the Province.

AT Royapoorum, a woman apparently in a famine-stricken condition, having offered her child of two years old for sale, the infant was purchased by one of the inhabitants for Rs. 3, and a woman's cloth.

THERE is no stronger proof of the public confidence which the British rule has won for itself in this country, says the *Pioneer*, than the changed behaviour of the masses under the scourge of a famine. During the last hundred years the N. W. Provinces have been visited with long protracted drought, and the contemporary narratives have left us a very clear idea of the manner in which at each period the people bore themselves. It is not too much to say that in the earlier years of our rule, as under the native *regime*, a failure of the crops, however partial, meant wholesale loss of life and general anarchy. A famine was looked upon as an evil which it was useless to combat. Special measures of relief were seldom taken, and even then never went beyond a gratuitous distribution of relief in the capital, or an order compelling corn-merchants to sell their stocks at fixed prices.

A SHOCKING case of brutality resulting in death, by a native boy, has just come before the criminal sessions at Poodoocottah. The prisoner, apparently about seventeen or eighteen years of age, was charged with the murder of a girl, aged seven or eight years, and pleaded not guilty to the indictment, but at the close of the trial confessed the whole affair, and acknowledged that he was guilty of the murder. It appears that the deceased was his aunt's daughter, and that his cattle having strayed into a raggy field which she was watching, she came up to him and abused him in a very indecent manner. The prisoner give her a slap to quiet her, but as she increased in the violence of her abuse, he became exasperated, and, under the impulse of the moment, threw her down and violently trampled on her throat, and then in a horrible manner thrust a stick he had in his hand into the girl's bowels, causing serious internal and external injuries, which were the immediate cause of death. After ill-treating the deceased in this manner, the prisoner threw her into a ditch while she was still alive, and then went away. The mother of the deceased shortly after found the girl in this state, and on questioning her, deceased informed her of what had occurred, and within an hour after she died. Prisoner was subsequently arrested on the complaint of the mother, and, being convicted, was sentenced to undergo rigorous imprisonment for the term of his natural life.

SAYS *Mayfair* :—"There will, I suppose, soon be a Bishop of Rangoon, as only £300 of the £21,000 required for the endowment of the new see has now to be collected. The Colonial episcopate will then, I believe, number fifty-four, and at their present rate of increase the bishops of Great Britain bid fair to become nearly as many as the clergy, who, in the diocese of Moosonel, only muster three, in that of Athabasca four, whilst the Bishopric of Calcutta, which is the strongest in point of rank and file, contains but 243. Only two other sees approach Calcutta in this respect, a majority having an ecclesiastical staff considerably under 100.

THE Ceylon papers announce the death of Major T. B. Skinner, the great topographist and road maker of Ceylon, a man who worked hard, conscientiously, and well for the colony, from boyhood to mature age, and whose name will be ever associated with the first good map and all the best roads of the Island.

THE *Standard* says :—"Mr. Grant-Duff believes that there is something dangerous to the peace not only of India, but of Europe, in our recent occupation of Quetta. He seems to consider that this is some warlike measure intended, if not as a defiance to Russia, at least as a counter-check to Russian intrigues at Cabul, and he was curious to learn whether the Government intended to carry on a stationary or a progressive policy on the Indian frontier. The question is obviously one of those which answer themselves, even if it was not answered by the sufficient explanation which was given by Lord George Hamilton. Indeed, Mr. Grant-Duff had answered it himself when he averred that the force which had been sent to Quetta was 'quite insufficient for permanent occupation.' But as no one has had any idea of permanent occupation the force must be regarded as sufficiently fulfilling the object of its despatch, which was simply to keep the peace along the frontier, and to preserve good relations with the Khan of Khelat, who, in the Bolan Pass, holds one of the roads to India. The thousand men which the Indian Government have thought it necessary to send to Quetta cannot possibly be regarded as a menace to any one, certainly not to Russia, for that power has no concern in these regions. That such an expedition involves no radical change of policy on our Indian frontier is best proved by the fact that it was originally decided upon by Lord Northbrook, who, as a member of Mr. Grant-Duff's party, cannot fairly be exposed to the suspicion of desiring to abet any 'fire-eating' or what is called 'Rawlinsonian' policy. As guardians of the frontier on behalf of the people of India we are bound to take every precaution against the spread of lawlessness along the Indian line of Border, which in this direction is an arbitrary and not a real boundary. Our right to occupy Quetta, having been secured to us by special treaty with its masters, made some twenty years ago, cannot be questioned; and as for the policy, if it is progressive and not stationary, it needs no other justification."

THE *World* says:—"Now is the moment for Mr. Darwin to come forward and defend himself like a monkey. From what I hear, Mr. Frank Buckland is already to defend his views like a man. The scene is the Westminster Aquarium, and the question is the ascent of Mr. Pongo into human realms. Apparently the tail goes for nothing, and a good deal turns on the knob of the ear. Mr. Pongo is a little reserved in manner, but warms up towards children of his own age; they remind him of his family tree, the only one for which he has a liking, although Mr. Bartlett asserts he would take kindly to a cave. The thing he takes most kindly to at present is Mr. Buckland; for as soon as that gentleman drops in the melancholy Pongo cheers up, throws a huge arm round his neck, and sits down upon his knee. Having thus won the confidence and affection of the gorilla, the cunning naturalist conducts a series of experiments under the disguise of hospitable thoughts. A basket of strawberries is offered to dear Pongo, but he heeds them not. That is not human, at all events. He offers Pongo his hat to see if he will place it on his head; but Pongo knows better, and falling chimneys, the intelligent animal puts it on the floor and drums upon it. That shows sense on the part of the monkey, and *want* of it on the part of man. The hat trick rather favours Darwin; still the all-important question remains, Has the gorilla, or has it not, the *pineal body* in its brain?"

MR. BRIGHT'S panegyric on his great colleague Cobden will no doubt go down to posterity among the noblest specimens of his oratory. The peroration (says the *Examiner*), always a remarkable feature in Mr. Bright's speeches, was especially fine. "Let me add," he said, "that this statue which you have erected to-day, or which is erected in your midst, is by no means the greatest monument that has been built up to him. There is one far grander and of wider significance. There is not a homestead in the country in which there is not added comfort from his labours, not a house the dwellers in which have not steadier employment, higher wages, and a more solid independence. This is an enduring monument. He worked for those ends, and for these great purposes, and he worked, as it might be said, even almost to the very day when the lamp of life went out. He is gone, but his character, his deeds, his life, his example, remain a possession to us his countrymen; and for generations to come, as long as the great men of England are spoken of in the English language, let it be said of him that Richard Cobden gave the labours of a life that he might confer upon his countrymen perfect freedom of industry, and with it not that blessing only, but its attendant blessings of plenty and of peace."

THE *Athenæum* tells the following stories :—"The present Plymouth theatre is under the same roof with an hotel and assembly rooms; in which arrangement there is this convenience, that if a fire should break out in any one of the three, the occupants of the other two would have the earliest notice of the fact. In the dramatic annals of the town the brightest name is that of a native actress, Miss Foote, who was highly distinguished in her day, inasmuch as that her career ended in her being a countess. In Plymouth another player terminated his career and uttered his last joke, Charles Mathews. He was complaining to his servant of internal pain. To console him, the man said he had once suffered similarly from inadvertently swallowing a quantity of ink. "Did you?" said the dying actor; "I hope you had plenty of blotting-paper at hand." And here we may as well localize one dramatic incident which has a hundred homes—but only one true one—Plymouth. The audiences there ever dearly loved a jest, and all the more if it interrupted stage business. One night Kemble was acting Hamlet. "Will you play upon this pipe?"—"My Lord, I cannot," said Rosencrantz—"I pray you!"—"Believe me, I cannot." Then Hamlet, turning to Guildenstern, said "I do beseech *you*." "Well," replied the actor, in his own person, "since you seem so much to wish it, I'll do my best to oblige you," and thereupon he took the pipe, a flageolet (one-third of the orchestra instruments), and played the 'Black Joke.' This was the popular air of the day; it was set to some very vulgar words; and it was vivaciously country-danced to by active beaux and belles. The Plymouth audience heard it with delight, and John Kemble was, of course, and reasonably, in a rage. Gilfillan says, in his 'Dramatic Mirror,' that a gentleman who was present related this occurrence to him."

THE *World* :—"I see in the foreign papers some curious historical articles on inventions, showing that the sewing-machine was invented by Thimonnier, a Lyons workman; and that the first idea of the Remington writing machine is due to an Italian barrister named Giuseppe Ravizza, who in 1856 wrote a pamphlet on his keyboard-system called *Il Cembalo Scrivano*, wherein is this sentence, 'What would Milton not have given to possess such a writing-machine!'"

THE PROPOSED RAILWAY FROM AHMEDABAD TO AJMERE.

PUBLIC PROTEST AGAINST THE NARROW GAUGE.

AN influential and very numerously attended public meeting of the inhabitants of Bombay, convened by the Sheriff, was held in the Town Hall on Wednesday afternoon, with the view to urge upon Government the great importance, in the interests of this city and Presidency, of constructing the railway from Ahmedabad to Ajmere on the standard 5½ gauge. The large hall was well filled by Europeans and natives of every section of the community; and among those present were observed—the Hon'ble Mr. Lang, Messrs. Donald Graham, J. A. Bryce, F. Mathew, J. M. Maclean, M. Mowat, J. Gordon, J. R. Duxbury, Malcolm McPherson, W. Pendlebury, T. H. Moore, J. Hewitt, T. W. Wood, D. E. Gostling, J. Q. Pigot, J. Jardine, C. W. L. Jackson, H. C. Kirkpatrick, G. Manson, R. E. Bickerdike, Dr. T. Blaney, Messrs. J. Thorburn, W. A. Baker, J. M. Sleater, C. W. Prescot, D. S. Kemp, N. Randle, J. B. Paterson, J. H. Latimer, Dr. T. S. Weir, Messrs. C. Braham, G. S. Lynch, D. E. Owen, Kapp, Symmonds, Campbell, White, Sharp, G. A. Kittredge, F. D Parker, W. A. Hazelbrook, H. F. Whyte, G. H. Bayly, G. Taylor, J. W. Russel, J. Bicknell, J. Kidd, G. W. Wingrove, W. Gahogan, E. W. Campbell, W. S. Elliot, and H. W. Jones; Sir Jamsetjee Jejeebhoy, Bart., Messrs Byramjee Jejeebhoy, C.S.I., H. Solomon, Kessowjee Naik, Cursetjee Furdoonjee Parukh, Nanabhoy Byramjee Jejeebhoy, Muncherjee N. Banajee, Ahmedbhoy Hubibbhoy, Venayek R. Luximonjee, Byramjee Nusserwanjee Servai, Tapidas Varjdas, Raghonath N. Khote, Dr. Shantaram Vithul, Messrs. Lukhmidas Khemjee, Homejee C. Dady, Morarjee Goculdas, Dinanath R. Khote, Damodhurdas Tapidas, Bhoyshunker Nanabhoy, Hurkissondass Narotumdass, Vundravundas Purshotumdas, Cowasjee Manockjee Limjee, Burjorjee R. Mody, C. N. Cama, and several hundred others.

Mr. Cursetjee Furdoonjee Parukh, the Sheriff, read the requisition addressed to him and requested the meeting to elect their Chairman.

On the motion of Mr. Byramjee Jejeebhoy, seconded by Mr. Kessowjee Naik, Mr. Donald Graham was called to the chair amidst applause.

THE CHAIRMAN, in addressing the meeting, said—GENTLEMEN,—You have been asked to come here to-day to consider a matter of vital importance to Bombay. In explaining the objects of the meeting, I can't do better than remind you of the parting advice given by our late Governor. You will remember that Sir Philip Wodehouse, in his speech at the Byculla Club shortly before he left, said, speaking of the Rajpootana railway, "You cannot too steadily or too perseveringly agitate for its speedy construction, and, above all, agitate against its being constructed on the narrow gauge. I cannot myself conceive anything more ruinous or more mischievous than the introduction of the narrow gauge on a line which will become the great road of communication between the North-West Provinces and parts of the Punjab—a line which will reduce the distance between the northern frontier of India and the nearest port in India to Europe by something like 400 miles. I do not lose sight of the fact that there is a railway now in course of construction—the Sind, Punjab, and Delhi line—which must be a rival to the Rajpootana line; but it does not require much consideration of the character of Sind, or of the fluctuating character of the Indus, to see that such a railway may be put in a very unfortunate position. Therefore, I repeat, agitate for this Rajpootana Railway, agitate for its construction on the broad gauge." I believe there are few in Bombay who will not regard that as sound advice. The word agitate is not always used in a flattering sense, but that I think depends on the object of the agitation, and in such an object as this I am sure that agitation is right. (Hear, hear.) Not that the inhabitants of Bombay have hitherto failed to agitate in this matter; for year after year memorials have been sent in urging it on the attention of the Government. It seems rather strange that we should have to keep up so long an agitation in favour of a line which was one of the main one projected by Lord Dalhousie and which has been pronounced by every man of eminence who has had occasion to express an opinion as second to none in India in importance, whether from a political, strategical, or commercial point of view. There is, perhaps, special cause for now pressing the agitation in view of the crisis which has overtaken the railway system in this Presidency—a crisis which is telling with most disastrous effect on the export of Bombay. The enormous increase of traffic during the past year and the consequent block on the line has developed a feature in the railway question which perhaps few of us contemplated about a year ago. No doubt the block has been mainly caused by the famine traffic, but I think it would be a mistake to assume that it had entirely been so. On the contrary, I think it is a question much open to doubt whether the famine traffic did not merely precipitate and of course enormously intensify a crisis which might have been brought about by the ordinary course of trade. At any rate, there were not wanting symptoms even before the famine traffic commenced that the ordinary traffic was out-growing the capabilities of the railway. We know that under the influence of reduced rates the traffic had greatly increased, and there is also strong reason to believe that the low exchange last year and the consequent influx of cheap silver enormously stimulated the internal trade of the country. This internal trade has been steadily growing of late years. The attention of the Chamber of Commerce was first attracted to it after the connecting of the Jubbulpore line, and shortly afterwards Mr. Rivett-Carnac published, in a pamphlet calledt if I remember rightly, the "Interchange of Traffic," some statistics showing how steadily this trade was growing. I think that this as well as the grain traffic for export have been steadily outgrowing the railway facilities tbo have been offered to them. The conclusion I therefore come to is that railway construction in this Presidency is not keeping pace with the growing requirements of tradei and I think that if Government is not prepared for financial or other reasons to push forward such important lines as this Rajpootana one, that it would be good policy to encourage some private company to take them up instead. (Applause.) I trust, however, that as far as the line itself is concerned it has really at last been determined to push on its construction. I now come to the question of the gauge. Every one recognises the enormous inconveniences of a break of gauge. From the military point of view we have heard strong opinions expressed against it by most eminent military men. Similarly our Chamber of Commerce has repeatedly pointed out its commercial disadvantages, while departmentally the officers of the railway companies have represented the difficulties in working it. So great, indeed, are the objections, that I don't think it very rash to say that it is exceedingly doubtful whether two different gauges can continue permanently to thrive together in the same country, and whether one will not have to be sooner or later superseded by the other. If these objections apply to railway generally, how much more do they do so in this particular case. The Rajpootana line when made will form the direct route between Bombay and the Punjab and therefore be the medium of the European trade with that province. If we take the wheat trade alone and consider its probable development as well as its bulky nature, we shall understand how much loss and annoyance will be caused by the break of gauge. Then in a military point of view it is obvious that this line must be the one mainly used for Punjab troops during the trooping season, and we can imagine the inconvenience which the break of gauge will cause. I think that even the most earnest advocates of the narrow gauge must admit that the very strongests and, indeed, the most overwhelming case must be made out to justify its being adopted in this case. And if so, the question then comes to be—Has any such case been made out? For my own part, I must confess that I have been wholly unable to see it. I believe that Lord Mayo's view when he first sanctioned the narrow gauge was that the country must have railways, and that as the broad gauge was too expensive it became a question of narrow gauge ones or none at all. If such were the alternative, I have no doubt we should all come to the same conclusion as Lord Mayo; but since Lord Mayo's time we have had fresh experience, and I think I may say that these experiences go to show—first, that broad gauge railways at the comparatively cheap cost at which they can now be constructed can be made to pay; and, second, that the anticipations with regard to the economy of the narrow gauge have been disappointed. As to the first, even the present railways are now beginning to pay, while broad gauge railways can now be constructed far cheaper than formerly; and as to the second, I may quote Mr. Carroll's pamphlet than which nothing has done more to dispel the illusions concerning the narrow gauge. Probably your attention has been called to this pamphlet and need not therefore remind you that it is there shown from actual results that any saving in the first cost of the broad gauge railways is very soon made up by its more economical working; that, in fact the broad gauge is in the long run the more economical of the two. As far as I am aware, the accuracy of Mr. Carroll's figures or of his conclusions has never been questioned. I trust that the influential character of this meeting and the unanimity which I feel sure will be displayed, will result in the Government being induced to accept our views. (Loud applause.) I will now call upon Mr. Bryce to propose the first resolution.

It was then proposed by Mr. J. A. Bryce, and seconded by Mr. F. Mathew, that the inhabitants of Bombay in public meeting assembled, while grateful for the sanction which has at last been accorded to the extension of the railway from Ahmedabad to Ajmere, do hereby resolve to urge upon Government the great importance, in the interests of this city and Presidency, of constructing the whole of the proposed line, and of reconstructing the line from Ajmere to Delhi, on the standard 5' 6" gauge.

MR. BRYCE, in moving the resolution, said—Mr. Chairman and Gentlemen,—That curious irony in human affairs which has found expression in the proverb about the ill wind, is just now receiving a very remarkable illustrations Forced by the dire necessities of the famine, the Government of India has at last been driven to the construction of works, which, while they will in time to come, immensely benefit the country generally, will also materially help to mitigate the evil of future seasons of scarcity. And thus the angel of famine, as he stalks through the land with cholera and fever in his train, has become, in a certain fashion, both his victim's benefactor and his own destroyer. It is in connection with one of these works, to the construction of which, as I say, the Government of India has been forced, that we are met here to-day. Before entering on the question of the gauge for the Western Rajpootana line, I must beg you to bear with me, if what I say seems to have little freshness. It is the misfortune of those who discuss public questions in this country that they must hammer away at old and well thrashed arguments, until they get, by reiterated importunity, what reasoning has hitherto failed to obtain. It was with joy that after so many years of useless and disheartening delays that this Presidency heard that the Western Rajpootana line had been sanctioned at last. It was a great thing after so long a waiting to have obtained direct access to the North-West, and most of us resolved to drown our resentment at the sorry policy that had so long retarded the completion of a line which its position demonstrated must become one of the main arteries of the country; but had we still cherished our resentment it would have been only natural. It is not too much to say that by the non-existence of that line during this last year the country generally has lost incalculable sums of money and has been exposed to the pressure of much more serious danger than need have been incurred. (Applause.) Had that railway been open there would have been two lines of communication open from the great producing regions of the North-West to the famine districts, and thus the block on the railways would have been to a great extent, if not altogether, avoided. The resulting benefits would have been many. The ordinary export trade of the country would not have suffered as it has done, and will still do, to an immense extent, involving in loss the ryots, the native dealers and the merchants here. Prices would have been equalised all over the country, the famine districts would have been better and more cheaply supplied, and Government would therefore have lost less revenue. (Applause.) Do not suppose that all this is mere grieving over spilt milk. Every word that I have said is a ground for Government hastening to the utmost the completion of the line, and constructing it on this most effective principle. Famines will occur again, we don't know how often, in the South or in the North, and the need of a rapid concentration of food supply may be as great within a year or two as it is at the moment. (Applause.) I have said that this line should not only be constructed as fast as may be, but on the best principle; and this leads me to speak of the immediate subject of this resolution—the gauge of the Rajpootana Railway. Our joy on hearing that this line had been sanctioned was greatly damped by the announcement that it was to be on the narrow gauge. The general feeling of the Presidency, both official and non-official, had all along been strongly for the broad gauge, and Government, the Press, and the Chamber of Commerce had repeatedly urged that the advantages of the line would be, to a great extent, nullified if the narrow gauge were adopted. (Applause.) It has been held by some that the narrow gauge is suitable enough for lines which can never be more than feeders, while others think that the end of cheapness can be as well attained by light lines on the standard 5ft. 6in., avoiding a breach of gauge. However this might be, all on this side of India were agreed, that to construct this—a trunk line—on the narrow gauge would be an enormous blunder whether from a military or a mercantile point of view. (Applause.) However, in face of the clearest light and the most distinct warnings, the construction at the other end was begun on the narrow gauge, and what we have now to do is to struggle to remedy the evil. On the disadvantages of a break of gauge there is no occasion to dilate; they have been admitted in the abstract by every one, even by the original prime-mover in the scheme, General Strachey himself. What the advocates of the narrow gauge say is that the economy in its construction is a greater good than the break of gauge is an evil. In his paper read before the Institute of Civil Engineers and contained in their report for 1872-73, Mr. W. J. Thornton takes his stand on the economical ground alone, and here I may say that the discussion which ensued upon that paper, lasting at the Institute of Civil Engineers over seven nights, exhausted all that can be said for and against the narrow gauge, and there was this very remarkable feature about that discussion that, whilst almost all the men of eminence in the profession, including Mr. Harrison, Mr. Hawkshaw, Mr. Bidder, Mr. Lee Smith, Mr. Price Williams, Mr. Brunlees, Mr. Vignoles, and many others were unanimous in condemning a break of gauge in India, the other side was very feebly supported, and by men of little eminence, most of whom seemed to have received a brief from the India Office. The weight of authority was overwhelmingly against the Government policy, and Mr. Thornton, whose original paper had, as one of the speakers pointed out, simply bustled with fallacies, made little attempt to answer the criticisms which had utterly demolished his case, and had to resort—as he had with curious infelicity accused the other side of doing—to abuse of the attorneys for the defendant. Well, I said that Mr. Thornton took his stand upon economy, saying that was the solitary reason for the Government of India's action. By economy both Mr. Thornton and nearly, if not all, his supporters meant saving in first cost only, and thus at the very outset he plunged into a most portentious fallacy, for nothing can be plainer than that economy in first cost is only one element of saving. What about the cost of maintenance, what about cost of haulage, both of which are elements either of direct or ultimate economy? But even in regard to economy of first cost, he by no means made out his case. All that was shown, whether by himself or by subsequent speakers, was that, while all admitted that there was some saving in first cost, it was difficult to estimate what it would be in any particular case, and in no case did any one put it so high as General Strachey or Mr. Thornton himself. All the items in the latter's estimate were criticised, and it may be said to have been established that, as a rule, in fairly easy countries the saving was only that of the additional two feet or so of earthwork and masonry. It was made quite clear, I think, that there was little, if any, saving in sleepers, which Mr. Price Williams showed would have to be of quite as large scantlings on the narrow gauge, owing to the additional strain caused by the great overhanging in a narrow gauge carriage. As to ballast it was shown that a narrow gauge line must have it deeper if anything. So far, then, as first cost is concerned, it is plain that the saving was very much less than the advocates of the narrow gauge estimated, though, indeed, it had been already admitted by them, I think, in the report of Col. Dickens, General Strachey and Mr. Rendel, that in an easy country such as this line traverses, the saving would be very slight. So much for the estimated saving in first cost amounting, I should say if we look the mean of the various estimates, to about £500 to £700 per mile, which is not far off what Mr. Carroll's interesting pamphlet shows to be the result of actual experience in India. He has shown that the first cost of the Rajpootana State Railway on the narrow gauge is at the outside £650 less than that of some recent broad gauge extensions of the Bombay Baroda, and Central India Railway, and I believe that the last extension of that line would make a still more favourable comparison, ; and you must remember that these B. B. and C. I. lines are much better and stronger works in every way, having a 60lb. instead of a 40lb. rail, and being better found in rolling stock, stations and all other respects. The comparison therefore is hardly fair, being between a better and a worse article. So for first cost. As to cost of maintenance it is remarkable that both Mr. Thornton and his supporters studiously kept it in the back ground, but they were no doubt wise to do so, for they were evidently quite unable to answer the arguments of those who maintained that it would be higher on the narrow gauge. I do not find that any attempt was made to answer. Mr. Price Williams' estimate of a loss of £60 per mile against the gauge of 3ft. 6in. as compared with that of 5ft. 3in. when both first cost and cost of maintenance were included. The same gentleman showed that the running expenses of the narrow gauge were higher, and on this point also a judicious silence was preserved by the narrow gauge advocates. It was a most remarkable fact that Mr. Rendel, who followed Mr. Price Williams, had not a word to say either as to cost of maintenance or running expenses. His eloquent silence amounts to an admission. And now, gentlemen, before I go farther I should like to ask, why it was that the Government of India originally decided in favor of the narrow gauge? Was it upon the actual estimates made at the time of the saving to be effected by adopting the narrow gauge as against the broad gauge? That difference amounted, taking Mr. Thornton's inaccurate and exaggerated statement of Messrs. Fowler and Hawkshaw's opinions, to £1,000 per mile, or even General Strachey's entirely unfounded estimate, to £1,500 per mile, taking the estimated cost of the narrow gauge at £7,000 per mile, that would make the broad gauge cost £8,000, or at most £8,500 per mile. And now, gentlemen, I will call your attention to a most remarkable statement of Sir John Strachey's on a minute entitled "The Earl of Mayo as Viceroy of India." Sir John says, "the average cost of our guaranteed Indian railways, has been about £17,000 per mile. Lord Mayo was satisfied that it was impossible to go on making railways in India at such a cost." "He said we must have cheap railway or none at all; and he strongly supported the proposal that in constructing new lines the old broad gauge should be abandoned; that it were held to be obligatory that the Peshawur line should be constructed on a broad gauge, it would be the duty of Government to say that it could not incur so great an expenditure; whereas the adoption of a narrow gauge would lead to a very large economy." Now, gentlemen, I don't see how we can draw but one inference from this, and that is, that Lord Mayo, and no doubt the members of his Council also, were under the impression that the cost of broad gauge lines was still £17,000 per mile, and that the saving of £10,000 instead of £1,000, or even £1,500 per mile according to the exaggerated estimates of Mr. Thornton and General Strachey. (Applause.) There is nothing in Sir John's words to show at what date Lord Mayo expressed this opinion, but I presume it was subsequent to the reports of Mr. Rendel, General Strachey, and Colonel Dickens as well as those of Mr. Fowler and Mr. Hawkshaw; at all events, as Sir John adds, that "although he could not enter into these discussions, they were conducted on both sides with great ability." We may presume that the facts were before Lord Mayo at the time. Now, as I have said, it appears to me that the only inference from Lord Mayo's words is that he thought there would be a saving of £10,000 instead of about £1,000 per mile. That is a very extraordinary fact, and we cannot but wonder that under that impression Lord Mayo and his Council decided as they did. But how came they to labour under this extraordinary hallucination? How came it that they were not undeceived by their professional advisers? I can quite understand that neither Lord Mayo nor the members of his Council, not being professional experts, cared to go into details of earth-work, sleepers, and the like, but it is quite inexplicable that they should have been allowed to remain under so unfounded an impression as to general cost, and, also for the country, act under it. Can we help doubting whether had they not been under such an impression they would have made the same decision? Still less I am sure would they have decided so, had they had before them the facts about the cost of construction of recent broad gauge lines in India. And here it may not be improper to ask why it was that the average cost of the old broad gauge line was so high? Partly from inexperience in works new to the country just as the first cotton and sugar manufactories were costly or failures. Mr. Carroll has pointed out this and other causes. All the labour had to be educated to the work and the engineers were ignorant of the conditions of the climate and the country, while there was insufficient control of the works and expenditure. Young inexperienced officers were set to supervise men almost as incompetent as themselves; there was overstocking of material; the Bombay-Baroda line was furnished with acres of wheels many of which they have never yet used up, and the G. I. P. with miles of engines when they had only a few miles of line open. Then there were special blunders for which Government was responsible of which I may give an instance or two. On the line from Delhi to Lahore the great Sutlej river had to be crossed, and the engineers were compelled by the Governor General in Council to cross it at its most exposed point, that the bridge might be under the guns of the Fort of Phillour which was always to be garrisoned from an English regiment. Before the first girder was in its place the Governor General had changed his mind, and a new order had removed the guns, the magazine, and the English regiment to Ferozepore, 80 miles distant, so that after all there was no reason why the bridge should have been made there. (Applause.) What was the consequence? That bridge was swept away almost at once, and up to this day it loses no opportunity of being swept away whenever it has the excuse of a decent flood for doing so. (Laughter and applause.) Whenever the water rises an unfortunate engineer stands by expecting the worst. The last breakdown was in 1876, and the break was not mended till the Delhi Durbar. The wretched passengers by the mail train either way were turned out at dead of night to cross on boats, and so it must go on till the end of the chapter. (Laughter.) As a bridge like this nearly two miles long costs lakhs of rupees it may be imagined what sums have been lost through that little whim of the Governor General's. Take another case, curiously enough connected with the very same work, a case which furnishes a remarkable instance of that penny wise and pound foolish policy for which our Government is so famed. Being forced to build this Sutlej bridge in a very dangerous place, the engineer was anxious to get Government to exact from the contractor, Messrs Brassy, a guarantee of maintenance for three years But oh, dear ho! Government would not think of incurring the expense of the guarantee. What happened? The bridge, as I have said, embraced the first opportunity of giving way and so the Government blundered doubly. They put the bridge in the wrong place and they refused on economical grounds forsooth to insure themselves against the risk they ran in doing so. (Laughter.) It is in such ways that money is lost in this country, by hasty ill-advised resolution, and by narrow short-sighted ones. Look at what has been lost by the rash and ill-considered decision to make the Indus Valley and Peshawur lines on the narrow gauge. They have had to be reconstructed at an enormous though so far unknown cost—it is said about two millions stirling,—a sum which would represent the saving in first cost between broad and narrow on ten railways such as the Ahmedabad and Ajmere line. (Applause.) Look again at what has come of the shortsighted opposition of the Government to the G. I. P. Railway's getting additional engines? That is one of the main causes of the present block, with the consequent high prices and loss of trade. (Applause.) And yet General Strachey deprecates the interference of English Civil Engineers in Indian matters. What can they know, he says, of the wants—moral, social, or material,—of India and its people? What, I ask, did the Indian officials, with all their knowledge of the facts of Indian life, know of the probability of an enormous increase in the grain and seed trade of this country? (Applause.) It is almost comic if it were not painful, to hear those whose opinions or actions determine the course of affairs, talking of the traffic of India being exclusively in articles light in weight, small in bulk, and great in value as compared with the traffic in England. This assumption runs all through the argument of Mr. Thornton, of Mr. Rendel and of General Strachey. It is to be found also in the opinions of the Duke of Argyll and Lord Salisbury, and is the main reason why they decided on the narrow gauge. Now I don't blame the two Secretaries for India for holding this notion, for they have never been in India and must trust for their information to their official advisers. But what I do complain of is that men like General Strachey and Mr. Rendel should object to English, and generally to any non-officials, venturing to criticise their opinions. (Applause.) That official intolerance of criticism is one of the curses of this country. It is quite true that at that time the grain traffic of this country was not large, and no one would have found fault with General Strachey if he had not claimed superior knowledge and foresight. But when non-officials who are men of real and not pretended foresight, point out that provision should be made for possible developments of traffic in the future, and when these farsighted officials confidently deny the possibility of such increase, and get Government to act on this opinion, then, I say, we do justly complain. (Applause.) In regard to the districts to be traversed by these narrow gauge lines you will find over and over again in minutes and reports, and papers and speeches by Government officials that there was no chance of traffic increasing. Mr. Rendel speaks of the people being too poor to travel and of the country as only producing enough for its own consumption. Mr. Thornton calmly assumes all this, all his statements an assumption, and he and the others made this one of the main grounds for adopting the narrow gauge, which they all admitted would not suffice for a heavy traffic. Some gentleman—I think Mr. Rendel confidently predicts that all the Indus Valley traffic will continue to go by the river, and that the traffic on the railway will consist only of perhaps a bale or two of cotton down and a few "notions" up. I should be curious to know whether this gentleman is of the same opinion now, and whether he knows that it is the general belief that the Indus Valley line, even on the broad gauge, will be quite unable to overtake the enormous traffic in grains lately developed by the Punjab. Last year the Sind, Punjab and Delhi Railway people at Lahore told me that they had to raise rates for their traffic towards Kurrachee to such an extent as to divert it to Calcutta—a journey longer by hundreds of miles—merely because they could not carry it. And this was not to any extent in famine traffic as was shown by its being directed to Kurrachee. It was a regular export traffic not in any way exceptional, but likely to increase rather than diminish, as any one will see who reads the Punjab administration reports, and finds that the acreage under cultivation is increasing by hundreds of thousands of acres yearly. That this increase is greatly owing to the railways, I am informed by a gentleman lately a Commissioner in the Punjab, and therefore in possession of long experience and intimate knowledge. The fact is that India is only just begining to export agricultural produce, and the railway between this and Delhi will become at least as great an outlet for such produce, furnishing as it does the shortest way from the rich regions of the North-West to the cheapest port in India, along what will be one of the cheapest lines. And it will have the remarkable feature that it will be one of the few lines in India which will have a large return traffic. Bombay has become a large producer of cotton fabrics, and it is a great harbour for the import of English goods. Delhi is the great piece goods market of the North-West and may even come to manufacture itself, taking Bombay cotton, and so what is a weak point in many other lines will be a strong point here. We are convinced that a narrow gauge will be entirely unequal to the traffic which will arise. Mr. Carroll has shown that the traffic on the Rajpootana State Railway, which is at present a merely local line, ending at Ajmere in a *cul-de-sac*, is already sufficient to justify a broad gauge line, and can we doubt that that traffic will enormously increase. We are convinced on every ground that sooner or later the great trunk line must be laid on the broad gauge. The broad gauge is very little dearer, taking cost of maintenance, &c., perhaps no dearer if so dear. The cost of haulage is less on the broad gauge by about ⅛. The figures as given in Mr. Carroll's pamphlet are as follows. The average cost of carrying a ton on these right railways—Madras, Great Southern, G. I. P., B. B. and C. I., East Indian, Eastern Bengal, Punjab, and Delhi, and Sind, in the half year June 1874—was 6·07 pies, the cost of the same in the half year ending December 1873, was 6·78 pies. The cost of the Rajpootana State Railway in the half year ending December 1875 was 8·83 pies. Then the carrying capacity of the narrow gauge has been shown to be about four times less than that of the broad, so that on a line like this where there would be a very heavy traffic the narrow gauge would soon break down. Then the narrow gauge on its own merits would be unsuitable for the traffic on the line, but when in addition there would be a break of gauge the position becomes intolerable. I have said there was no necessity to dilate generally on the evils of a break of gauge because they were admitted in the abstract. Unfortunately they are not admitted by the narrow gauge advocates in the concrete, in fact, as they only proposed to introduce the narrow gauge when there would be little inconvenience from break of gauge, and as they have begun this particular line on the narrow gauge, it is quite clear that they did not realise the inconvenience in this case. Mr. Rendel indeed speaks of the cost of trans-shipment as the only thing to look to. "Retardation," he says, "is a matter of little moment and indeed would be rarely increased under the leisurely system in which Indian traffic is conducted." In view of the present circumstances of India such language is sheer madness. To use Mr. Thornton's expression applied to the opponents of break of gauge, can the Genius of Folly further go? I wonder whether this wise Mr. Rendel, who, as an official, has, like General Strachey, such an intimate knowledge of the wants of India. I wonder, I say, whether he knows of the starving Madrasees, buying the means of life at a price immensely enhanced by this retardation of which he speaks so coolly. I wonder whether he knows of the Government losing its revenue; of the ryot in Central India and the North-West unable to get the benefit of the good prices ruling; of the native dealers with ruin staring them in the face, from deterioration, loss of interest, and inability to deliver against contract; of the European merchant who has sold on England for certain shipment, and cannot get a pound to put in his ship though he and others have had large stocks lying up-country for months; of the probable entire cessation of the export trade of Bombay, unable to take advantage of the high prices ruling at home. What enormous sums of money actually lost, or that might have been gained, does this represent and all through retardation! And if it is so in the green tree, how it would be in the dry? If it is so with a trunk line on the broad gauge with no break of gauge, how would it be with a trunk line on the narrow with in addition a break of gauge? Nor is it an argument to say that this present state of matters is exceptional. A great part of the block on the East Indian line, for instance, was mainly owing to the enormous traffic in grains and seeds to Calcutta, whence over 100,000 tons of wheat have been shipped this year to Europe—a hard fact for the gentlemen who think India would never have more than enough for her own consumption. From all parts the increase in exports of grain is now enormous, and has been doubling and trebling itself every year and there is no saying when it will stop. The hitherto small port of Kurrachee has exported this year 200,000 tons of wheat alone, and Bombay is behind only on account of that retardation which Mr. Rendel thinks no evil. He and the other gentleman, Mr. Thornton, and the rest who talked of the £1,600,000 that the Indian taxpayer was paying for the pleasure of the railways, will, I fancy, be rather surprised to find that the railway revenues have increased so that there will probably this year be a deficiency of not more than £500,000 although with their farsighted view they never anticipated any reduction below the £16,000,000. If there is in the whole course of this controversy one thing more grotesque than another, it is the calling this payment a tax, when the fact is that owing to the railways therade of this country, by which the taxpayers live, has been doubling itself every two or three years. But even were the present state of matters altogether owing to the famine, it would not on that ground be fairly called exceptional, because famines every three or four years are now the rule. Within the last ten years there have been four in Orissa, Rajpootana, Bengal, and South India respectively. In the 17th century that famine in the Deccan which by weakening the Mahomedan kingdoms was one cause of the rise of Sivajee, lasted 12 years. If the military aspect of this question I think it is unnecessary for me to speak at length, as the decision to change the Indus Valley and Peshawur lines at the enormous costs I have mentioned, shows that a narrow gauge is entirely unequal to military requirements. I will only point out that this line will furnish, as Mr. Graham has pointed out, the best, shortest and cheapest mode of conveyance of troops from the landing port of Bombay—the important districts of the frontier and the North-West, always the centre of disaffection. It will also be the shortest way for troops from Madras, whether ordinary reliefs or men summoned on a sudden emergency. I cannot believe that the military authorities will overlook this point. In an emergency it may be as important to have two lines of communication to the North West, as it is now in an emergency of famine. There is only one other point which I need mention, the power of transference of rolling stock which continuity of gauge secures. It is impossible to estimate the necessity of possessing this power, especially in a country like India, for emergencies—whether of famine, of war, or of trade. And now, gentlemen, I think I have touched on all the main points. I don't profess to have entered much into the technicalities of the question, but Mr. Mathew who is to follow me will do that. I will only ask what chance have we of getting our wishes in this matter. Well, I think our chances are good. Lord Salisbury is a man who has the interest of this country most deeply at heart, and a man who has always shown himself of most independent mind in cases where he had the means of forming an opinion. Moreover, we have reason to believe that he is giving this question very anxious consideration. Sir Richard Temple was a member of Lord Mayo's Council when the narrow gauge was decided on. But it appears to me that neither he nor any other of Lord Mayo's councillors need have any scruple on the score of consistency in the matter. (Applause.) Since that day circumstances have entirely changed. It has been proved that broad gauge railways can be constructed at little greater first cost, and, considering everything, are certainly cheaper and infinitely more efficient than narrow gauge. But, more important still, it has been shown that the estimates of traffic formed at that time were entirely mistaken, and that there is now a certainty, on this line in especial, of an enormous traffic in that very class of goods, which it was never by its promoters contemplated that the narrow gauge would have to carry. Sir Richard Temple is a great deal too able a man not to see that conditions have changed, and a great deal too candid a man not to admit what he sees. (Applause.) It may be in the recollection of the meeting that a deputation saw His Excellency on this matter some three months ago. At the interview the Governor very carefully and judiciously guarded himself from expressing any opinion whatever, on the ground that he had not of late looked into the question. I am confident that now that he has, he will take a favourable view of our request. We are sure from what he has said that he will do so if he can. I have said that Sir Richard was strictly neutral at that interview, but he did the deputation a very important service. He discussed the matter very fully in all its aspects, and for the information of the deputation—to give them a notion of the argument on the other side—he constituted himself, if I may say so, a kind of devil's advocate against the broad gauge. (Applause.) Just as the person appointed for that purpose at the canonisation of a saint, set himself to say all that could be said against the proposed saint magnifying his faults and depreciating his virtues, so did Sir Richard Temple, putting himself as it were in the position of General Strachey, tell us in vigorous language what was to be said against the broad and for the narrow gauge. (Applause.) But after all it seemed that the chief argument had less of reason in it than of feeling. Sir Richard described in flowing language, which General Strachey himself might have envied, the original narrow gauge scheme, extending over all the region to the S. W. of Delhi, and between it and Bombay. Then he told of its planners being driven from position after position, from the Indus Valley, from the Northe Punjab, and from the Bombay-Baroda. And now he said theyro are reduced to one last stronghold—the Rajpootana line—and to that they cling with the courage of dispair. But, gentlemen, when we find that even with Sir Richard Temple's advocacy the strongest argument is one of sentiment, we are assured that the hour of success has come, and if the garrison has nailed its colours to the pole, called, no surrender! And bidden defiance to the world, let us set ourselves shoulder to shoulder in close phalanx, and mount the breach in full assurance of victory. (Loud applause.)

MR. F. MATHEW said—Mr. Chairman and Gentlemen,—I beg leave to second the resolution which Mr. Bryce has proposed, and I have peculiar pleasure in doing so in this large assembly of the leading inhabitants of Bombay. Your being here this evening is at least a proof of the interest which you now take in a subject which in my humble opinion is of great importance not only to the people of Bombay but also to the well being of a vast population computed at twenty-five millions in Upper India. Whilst in late years railways have been extended in the more favoured districts of Bengal and Southern India, where there are already extensive inland waterways, in Western India little has been done, and the trade of Bombay has year by year suffered from want of communication with the districts for which Bombay is the natural outlet. On the advisability of urging on Government the early construction of the 305 miles of line between Ahmedabad and Ajmere, we are, I think, all agreed, and I hope also in the view, that uniform gauge should be adopted so as to afford an unbroken line of communication to join the main line system of Northern and Eastern India at Delhi or at Agra. I do not speak as an opponent of any gauge, as there are positions in which special gauges may be advisable; but I entertain an opinion that the trunk line between Bombay and Northern India should be on the standard broad gauge. If, on any given line the traffic is small and a low speed will suffice, you may have a cheap line of light construction with or without altering gauge. You are aware, gentlemen, that a battle of the gauges was fought out in England some thirty years ago. The great Engineer Brunnel there sought to widen the English gauge from 4ft. 8½in. to 7 feet, but the proposal was opposed by many of the leading railway managers on the ground that uniformity in gauge was essential to economical working. The results of experience there have been that the break of gauge was found to be an intolerable nuisance, and the ordinary gauge of the country has been carried over the Great Western system. Even in England, however, there are exceptional cases where narrow gauge branches are still in use, as the Festioning line where the traffic is all down hill and consists of slates of which full loads may be carried on small wagons. But for carrying the light brisky produce of this country on the main line, where a large traffic is a certainty and where a fair speed is desirable, a narrow gauge line is scarcely suitable. In treating the subject the Government of India unhappily substituted the words "narrow gauge" for the words "light or cheap railways." Cheapness of railways is not dependent on the width between rails, but on the rolling stock to be used, the amount of traffic, and the speed required. It is true that the portion of main line built first in India cost some £17,000 a mile, but it is also true that broad gauge lines have since been built at one-third of that rate of cost. Having built for the B. B. and C. I. Railway Company 120 miles railway at a cost of £5,000 a mile, I may be permitted to speak on this point; and I would further mention that I have lately had plans and estimates prepared for 30 miles of railway in the Baroda territory; the cost for the 5ft. 6in. gauge is £29,000 per mile. In other countries also attempts at economy have been made by reductions in gauge, but the results were generally the reverse of satisfactory. In the United States of America, where over 70,000 miles of railway had been constructed at the end of 1873, various gauges were tried: but the standard is now 4ft. 8½ in., and large sums have been spent to obtain uniformity. In Canada also the principal railways have been altered from the exceptional gauges adopted there to bring them into correspondence with the lines of the States, and it is expected that within a few years there will be only one gauge in the dominion. Sweden is another country in which various gauges were tried; but the construction of any railways on any other than the standard gauge 4ft. 8½in. is now prohibited. In the mountains of Switzerland there are some isolated lines on the metre gauge, but all railways which make connections with other lines must by law be built on the standard gauge of the greater part of Europe 4ft. 8½in. There are, I think, strong grounds for retaining for the main line system of India also a uniform gauge; but the narrow gauge may be suitable in some special cases. Within Rajpootana, between Kundwa, Indore, Neemuch, and Ajmere, and Agra, there will be a separate system of narrow gauge lines in length over six hundred miles, and a further proper extension of that system might be from Neemuch or Indore to Guzerat. Such a line would carry coals from Chanda for Guzerat and produce from Malwa to Bombay, and salt and tobacco from Guzerat to Central India, but would not probably have a heavy traffic or require to be worked at high speed. The Government of Bombay has already expressed opinion that the line from Ahmedabad to Agra should have been projected throughout on the standard gauge, and that the early construction of the line is of great importance to Bombay, the trade of the place being greatly hampered by the high G. I. P. tariff—a tariff which is forced on that company by the difficulties of their line as regards curves, gradients and ghaut inclines and consequent high cost of haulage. That opinion has been frequently expressed by the Bombay Government, but the Government of India took no action. We have now a Governor of Bombay who will see that the interests of this Presidency are fully and strongly represented, and we may hope that the memorial prepared to be submitted from this great meeting of the inhabitants of Bombay will receive due consideration. (Applause.)

MR. J. M. MACLEAN, who was received with applause, said—Mr. Chairman and Gentlemen,—I have long taken so great an interest in the discussion of this question, which has been before the community for a good many years, that I had great pleasure in responding to the invitation of the committee to say a few words in support of the resolution, though I think Mr. Bryce has really exhausted the general argument against break of gauge, while Mr. Mathew has given us the benefit of his invaluable experience as to what can be done in making broad gauge railways. It is now thirty years ago since Lord Dalhousie, one of the greatest Viceroys India has ever had, prepared his scheme of trunk railways for this country, and I am sure he would have been intensely mortified if he had thought that after the lapse of such a length of time the citizens of Bombay were still discussing with the Government the question of having a railway through Rajpootana constructed on the broad gauge. (Applause.) It is not our fault that this is so, for the Bombay Government and the Bombay public have been so constant and unwearied in their demands for the construction of this line that I remember the Government of India a year or two ago writing back and telling us that they had heard all they wanted to hear about the construction of this line, and that they did not want to hear any more on the subject. (Laughter and applause.) I daresay the line would have been constructed several years ago if the Government of India had not taken alarm at the expenditure incurred through guaranteed interest before the concession for this railway had been granted to any guaranteed company. It was Lord Lawrence's Government that first began to take alarm at the magnitude of the annual payments on guaranteed interest, and General Strachey afterwards improved the occasion by persuading Lord Mayo's Government to come to the unlucky determination to take the whole construction and management of the railways of India into their own hands. I call this resolution an unlucky one, because I think it was a great mistake to dispense with the agency of the guaranteed companies, which up to the introduction of the State Railway system had worked very successfully in India. The most important point in the construction of works in this country is that they should go on regularly from year to year. That was secured by the working of the guaranteed companies. Even throughout the troublous times of the Mutiny, the construction of railways went steadily on, simply because the work was in the hands of companies who were perfectly independent of fluctuations in the Indian revenues. All this has been changed, and we have seen within the last three or four years financial calculations upset at one time by famine, at another by the depreciation of silver, so that everything is irregular, nothing is certain, and instead of having railways constructed for thousands of miles by guaranteed companies, we have now only hundreds of miles constructed by the Government of India. (Applause.) I think, therefore, it may be argued that the State has not acted for the benefit of the country by taking into its own hands the construction and management of railways. Another point worth consideration is that the Government of India were misled by the prospect of making a great profit out of these State railways, because they considered that the average cost of the guaranteed railways had been about £17,000 a mile, and that they could make their own railways for £5,000 a mile, so that they might have railways which, instead of having the burden of guaranteed interest to bear, would be really most profitable concerns. They forgot, however, to consider the great difficulties which the guaranteed companies had to encounter when they first attempted to make railways in this country. The engineers who were sent out here had really to face an entirely new work. They had to create a new industry and a new science. When you consider that the constructors of the Bhore Ghaut had sometimes as many as 40,000 labourers to look after, and that having to do this in a strange country must have been a new experience to them altogether, the difficulties which the pioneers of our Indian railways had to encounter may be perceived. The whole country was without roads, and before the engineers could get their materials they had to cut down jungle and make pathways where these were unknown before. Through great deserts, and through pathless jungles, these railway pioneers had to make their way. Sickness carried off hundreds of men, and the survivors had to be content with a life spent in places wholly uncivilised. All the difficulties of scaling mountains, working a way through malarious jungles, and bridging great tropical rivers, had to be overcome by the engineers of these companies, and it was perfectly natural that the task of overcoming these immense disadvantages should cost an enormous amount of money, so that it is scarcely fair for the engineers of the State to step into the enjoyment of the ripe harvest of the experience of the engineers of the guaranteed companies and to say that they can do the work very much cheaper for the country. (Loud applause.) However, even if we suppose it was a good thing for the State to take into its own hands the management of these great works, at all events it ought not to have gone a step further and introduce the great evil of break of gauge. That is entirely the work of General Strachey, and I daresay that when it was first brought forward, and it was proposed to have a great system entirely composed of narrow gauge lines, so as to embrace all the N. W. Provinces, the Punjab, Central India, and the greater part of Western India, a good deal might have been said in its favour. Mr. Molesworth, the Consulting Engineer of the Government of India, who is not himself an advocate for break of gauge, came out here when the resolution to make this unfortunate change had been taken, and he set himself to organise a system for reducing the mischief as far as possible. He drew a map of India, and the total length of line he wanted to be constructed upon the narrow gauge was about 4,000 miles. Of the whole of this scheme, much less than 1,000 miles, even including the Rajpootana line, can now be constructed on the narrow gauge, because line after line has had to be abandoned by the Government of India. As regards this particular line the evil effect of what was intended to be done has been still further reduced, for lately, as you are aware, sanction has been obtained to the construction on the broad gauge of the section of the line extending from Ahmedabad to Pahlunpore. That is an important concession, and I have no wish to depreciate its value. A gentleman of some rank in the official world said to me the other day, "Can you not be satisfied with that concession?" and I replied that the more they gave us the more we wanted. "Our wound is great because it is so small." It is intolerable that a comparatively short narrow gauge line should be stuck in between two important broad gauge lines, and inflict upon the people of Bombay all the bad effects of a break of gauge. (Applause.) Such a state of affairs is almost worse than if the whole line from Delhi to Bombay were narrow gauge. The concessions which the narrow gauge advocates have been compelled to make from time to time, down to this Pahlunpore concession, damage their cause effectually. It shows they have really no system to stand up for, and yet, for the sake of this 200 miles between Pahlunpore and Ajmere, they will actually split up an important highway of traffic! Look at the expense for the sake of which they would do such a thing. The figures as to the relative cost of broad and narrow gauge lines are disputed, and some officials argue that the question of expense makes it impossible to have any alteration carried out on the Rajpootana line. I think, however, that we may accept the estimate of the Consulting Engineer to the Bombay Government, who puts the difference per mile in the cost of constructing the Rajpootana Railway on the broad as compared with the narrow gauge at £1200 a mile. That gives for the 200 miles that are now to be constructed on the narrow gauge a cost of a quarter of a million sterling, interest on which at 5 per cent. would be about £12,500 a year. Suppose you add as much again for the cost of altering the line from Ajmere to Agra to the broad gauge, and you have a total sum of not more than £25,000 a year to pay in compensation for getting rid of the break of gauge. (Applause.) I do not think the perpetuation of such an evil can possibly be worth the money. I believe if a concession to construct this line had been given to a guaranteed company even at a cost of £10,000 a mile, by this time the benefits to the country would have far more than compensated for the extra cost of building the line on the broad gauge. (Hear, hear, and applause.) One often hears it asked, what are these tremendous evils of break of gauge? I think they are chiefly military. I differ from Mr. Bryce when he says it does not matter to us much what the military aspect of this question is. We are all free citizens and interested in seeing that the security of the Empire is maintained in perfect condition. (Hear, hear.) We pay the taxes of this country, and therefore we are interested in seeing that our money is spent in such a way as to obtain for the country the advantage of having a secure and efficient Government. A gentleman in one of the local papers to-day says it is all nonsense talking about there being any military difficulties involved in a break of gauge. Well, I will not say anything on my own account on this question, but I may call your attention to a despatch which Lord Salisbury wrote in June 1874 with reference to Lord Napier's energetic protest and Lord Northbrook's protest to the Secretary of State against the construction of the Indus Valley Railway and the Northern Punjab line on the narrow gauge. In that despatch, Lord Salisbury finally determined that the Indus Valley Railway should be altered from the narrow to the broad gauge, and in doing so he thus refers to the military question :—"With the exception of General Strachey, who speaks more with official and scientific, than with purely military authority, all who have spoken or written on the proposed break of gauge have agreed in earnestly deprecating it. And they are supported by two witnesses, Mr. Grierson and Mr. Allport, who are eminently qualified to judge whether a break of gauge would expose a large movement of men, horses, and material, to the danger of confusion." The Secretary of State then goes on in his *piquant* way to indicate the confusion that might arise from a break of gauge when bodies of troops happened to be on the move :—"It would not be wonderful if haversacks were to find their way to the wrong regiments and ammunition to the wrong batteries; or even if all the commissariat stores were to be accumulated with one detachment, and all the medical comforts with another. The exploit of the Crimean War might well be repeated, in which green coffee was sent to the regiments which had no roasters, and roasters were sent to the regiments which had no green coffee." (Laughter.) This confusion, as he shows, would arise from the fact that in conveying goods from a train on the broad gauge line to one on the narrow gauge line the capacity of the narrow gauge train would not be sufficient to carry up the whole of the goods at one time, and consequently large portions would be left at the station, to accumulate there and be mixed up with other consignments. Would there not be the same difficulties on the Ahmedabad and Delhi line? I think there would, and that the Secretary of State and the Government of India do not attach sufficient importance to the great military value of that line. We all know by sad experience the immense importance of the possession of Delhi to this country, and too much money cannot be spent in securing the safety of that city by connecting it with the great seaports of India, Bombay, and Calcutta. (Loud applause.) It might be necessary at any time for troops to be hurried up to the Punjab, N. W. Provinces, the N. West Frontier, or to Central India, and the expedition required could not be obtained if the troops had to encounter two breaks of gauge in the course of their journey over the Rajpootana line. (Applause.) The idea that the broad gauge line to Peshawur secures the N. W. Frontier, and that no consideration need be paid to the gauge of the other lines by which in great emergencies that frontier line would have to be fed, is fallacious. As to the commercial aspects of the question, these have been very fully placed before you. One great result of the famine which has lately spread over the land has been to show the extraordinary capabilities for development of railway traffic in India. I suppose a few years ago no man ever anticipated what we see now, when our railways are actually compelled to curtail their passenger traffic and their ordinary goods traffic because they have more grain offered them for transport to the famine districts, than they can carry. We are told that the great cause of this singular state of things is defective engine-power, and that 140 more engines have been ordered out from England to carry on the traffic. But at present there is clearly a block. Now, if you consider that broad gauge lines are capable of carrying four times as much as narrow gauge lines, you can easily imagine the terrible block that would be caused on a narrow gauge line in an emergency such as is now overtaxing the capacity of the G. I. P. Railway. (Applause.) I should think this argument must be one that has weighed considerably with the Governor of Bombay, and that has induced him to sanction the extension to Pahlunpore on the broad gauge. I think that the Government of India owes much to Bombay at the present time. The trade of this city has been greatly injured because Government has taken upon itself the responsibility of monopolising the carrying powers of the railways, so that the means of carrying on the natural trade of this great seaport are destroyed. (Hear, hear.) If the necessities of the case are so extrem that distress in Madras must be permitted to deprive Bombay of her trade, then it follows that Government ought to do its utmost to supply us with another and better means of communication than we have at present with the N. W. Provinces and Rajpootana, so that by bringing down the enormous supplies of that region, which is the granary of India, the people of Bombay may be relieved from the high price from which they are now suffering, and their trade, which is the life blood of the country, restored in such a manner that they may be able to bear that burden of taxation which I fear is now inevitable to defray the cost of this famine. (Applause.) That is an obligation which I think Government is bound to recognise, and I am therefore glad to see such an influential assemblage of Bombay citizens here to-day to combine in one final effort to obtain a concession that is essential to the continued prosperity of the trade of this great seaport. (Loud applause.)

Mr. Bryce—I have one word of explanation in regard to what has fallen from Mr. Maclean. I think he must have misunderstood me when he thought I meant to depreciate the military argument. All I said was that as it had already been so fully recognised by the alteration of the Northern Punjab Railway and the Sind Valley line, it was really not necessary for us to insist upon that view except in so far as to point out that this Rajpootana line would give us rapid communication with Delhi. I sympathise with all Mr. Maclean has said. I would also say that really the members of the Council of India who decided upon the formation of certain railways on the narrow gauge have no reason to be afraid they will be considered inconsistent if they now change their opinions. They voted originally under a misconception as to the cost of broad gauge lines, founded on their experience of the cost of the guaranteed lines at a time when the conditions of the country for the construction of new lines were singularly unfavourable. Moreover, since the days when the narrow gauge was so much in favour, railway traffic has developed in such a way that broad gauge lines have really become a necessity. (Applause.)

The resolution was put to the meeting and unanimously agreed to.

The resolution was put to the meeting and carried unanimously.

Resolution II.—Proposed by Mr. M. Mowat, and seconded by Mr. Raghunath Narayen Khote, that the memorial of the inhabitants of Bombay (already published by us) to His Excellency the Governor of Bombay in Council be adopted by this meeting, humbly requesting His Excellency to urge upon the Government of India and upon H. M.'s Secretary of State for India the construction of the whole of the line from Ahmedabad to Delhi on the standard gauge, and the great importance to this Presidency of an immediate commencement and vigorous prosecution of the work.

MR. M. MOWAT said.—Gentlemen—Whatever difference of opinion there may be as to the comparative merits of either the broad or the narrow gauge for railways, the gentlemen who have spoken before me have borne strong testimony to one point—namely, the great evils to which a country may be subjected by break of gauge. And in India with of 6,764 miles of railway already constructed, out of 9,415 miles sanctioned (768 miles being with a double track,) we have no less than three different gauges. We have the old lines on the standard gauge—namely, 5 feet 6 inches; a short railway on a four feet gauge, and several of the State lines on the metre or 3 feet 3⅜ inches gauge. It has been clearly pointed out in the recent memorials of the Chamber of Commerce as well as in other representations to Government that, in a country like this subject to great emergencies, it is highly desirable that the whole of the rolling stock of the country should be such that it will be available wherever an emergency arises. And with a break of gauge this great advantage is lost. (Hear, hear.) Let me point out what the emergencies are. Beginning with the scarcity in the North-West in 1860, we have had no less than six famines—(some of them of great magnitude)—during the past 17 years, and but for the assistance of railways the distress would have been great in the extreme. Others have referred to the military advantages, and it must be borne in mind that the rolling stock of this country is very small. Until lately we had only 1,400 locomotives and 30,000 wagons. No doubt there has been a fair increase of late, but the wants of the country call for a further increase. Look at England. There are 16,872 miles of railway open and the locomotives number over 11,000; the wagons and passenger carriages over 360,000. To revert to the question of gauge, it is often said, that, as a smaller gauge than 5 feet 6 inches is used at home, less could be done with here. Gentlemen, England got its gauge as it were by an accident. Stephenson fixed upon 4 feet 8½ inches, because that was the width between the wheels of a common country cart, and of the wagons used at the collieries. But it must not be forgotten that many of the eminent engineers of that day were in favour of a broader gauge; the Rennies preferred 5 feet, and part of the Eastern Counties line was constructed on this gauge; and, as has been stated by Mr. Mathew, Mr. Brunnel preferred 7 feet for the Great Western. Later on the great battle of the gauges took place with keen feelings on both sides. The fact that supporters of the 4 feet 8½ inches gauge ultimately carried the day, and that the Great Eastern and Great Western lines have now adopted the 4 feet 8½ inches standard is more owing to the difficulty in dealing with through traffic (the great part of the English lines being 4 feet 8½ inches) than to any superiority in the English standard to a broader gauge. Speed is of vast advantage, and trains have been run on the Great Western at something like 80 miles per hour. A public Act was made in 1846 fixing 4 feet 8½ inches as the standard gauge for Great Britain and 5 feet 3 inches for Ireland. Railways for India were then engaging attention and 5 feet 6 inches was fixed upon; the authorities here wanted a greater breadth, while at home the directors of the East India Company were in favour of less. It was thought that what had been done up to this time would prove sufficient, and the question of gauge would in all likelihood lie dormant. In this, however, we were disappointed. A horse tramway which had been made at Festoning in Wales in 1832 on a gauge of 1 foot 11½ inches for the purpose of bringing down slates and minerals, was supplied with locomotive power in 1863. The result was successful, the line paid well, and the attention of engineers was at

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once attracted to this wonderful railway. I hear, however, that the charges made for carriage on this line are heavy, and if the same rates were made on a broad gauge railway, they would tell in favour of the latter. The supporters of the narrow gauge had for a time a great run of luck: narrow gauge lines, were adopted in America, Belgium, France, and elsewhere; and in 1870, the Government of Lord Mayo caught the infection, and it was arranged that, the new State railways should be made on the metre gauge—a result which from both a political and commercial point of view is of great disadvantage to the country. And what are the supposed advantages of the narrow system? At the risk of repeating some of the arguments so well put forward by Mr. Bryce. I shall give you such views as I have been able to gather. It is stated, first, that there is great *economy in first cost and in working*. The difference in cost of construction, as Mr. Maclean has put it, does not exceed Rs. 12,000 per mile, and looking at the late reduction in the price of iron (for rails can now be had at £5-15 per ton), I think even this figure is subject to modification. And as the broad gauge is undoubtedly a better article it is worth more than the difference. Mr. Carroll in a paper of great ability, which deserves to be widely circulated, has answered the second point, Instead of the expenses being less in India, they are decidedly greater. The second argument is, *savingin haulage*. Mr. Carroll's views are clear on this point and they are in favour of the broad gauge. The third reason is—*that sharper curves are possible so that a route may be chosen with advantage*. As this line runs through a flat country, the construction will be easy and the curves few and far between. Even the supporters of the narrow gauge doubted whether light lines were suitable to a thickly inhabited district, or where the traffic might be heavy, or where express trains might often be required. With regard to this railway, one thing may safely be calculated upon—the traffic will be heavy. The line will bring us into direct communication with the North-West Provinces and the Punjab, and be the means of attracting large quantities of seeds, wheat, and other grain to Bombay, in addition to the internal traffic. And this business is rapidly increasing. Last year India stood third in the list of importers of wheat into Great Britain—with a total of 163,994 tons; and, in addition to this, large shipments were made to Belgium and France. The exports of linseed reached 237,787 tons, and the shipments of both wheat and seeds with cheap carriage are likely to be very greatly increased. With regard to the construction of this line, it has been argued: As you have the narrow gauge from Delhi and Agra to Ajmere, it matters little whether the line is carried westward from Ajmere on the narrow gauge, or eastward from Ahmedabad on the broad gauge. It matters a great deal. The volume of the traffic will be towards Bombay, and the further the narrow gauge is from the seaport, the less money there will be to pay for the transhipment of through goods. And let us try and gather an idea of what this through traffic may be. The traffic on all the lines in India is increasing enormously: the Great Indian Peninsula Railway last week showed an increase of no less than 19 000 tons. Admitting the modest figures of 250,000 tons per annum as through traffic on this line to begin with, seeing there are two changes, the above at 1 anna per ton for each change would reach Rs. 31,250, and if to this you add a reasonable amount for delay, you will obtain figures which will go along way towards meeting the interest on the extra cost of a broad gauge line as compared with a narrow one, and also of reconstructing the line from Ajmere to Delhi on the standard gauge as referred to by Mr. Maclean. The strong arguments against the adoption of the narrow gauge in addition to breaking the gauge of the country seem to me to be—First, *want of speed*. It is doubtful whether the narrow gauge can be worked in this country at a speed above 20 miles per hour. The carrying capacity of the line would therefore be limited (or as calculated by Mr. Carroll between two-fifths and one-fourth of that of the broad gauge), and as only a limited number of trains can be run per day according to the system adopted in this country, the traffic at no very distant date would suffer very severely. A change would have to be made sooner or later, and the first expense is always the least. It is never too late to mend—and of late Government has become familiar with changes to its cost. The Northern Punjab Railway was first laid on the grand trunk road on the standard gauge; shortly afterwards the metre gauge was adopted; again a final change has been made to the broad gauge. The Indus Valley line has been converted from a narrow to a broad gauge line at an enormous outlay. Gentlemen, the line which we now ask to be made upon the broad gauge was one of the trunk lines of the celebrated Marquis of Dalhousie, and recommended by him in his famous minute as of great political and commercial value. (Hear, hear.) Railways make traffic wherever they go. In addition to the development of the country and the vast good done by railways, it must be observed that while some branches of the revenue show a decrease, the incomes of the railways are steadily increasing. That deficit as between net revenue and interest which Mr. Bryce mentioned as being something like £1,600,000 in former years, is likely to be reduced to £500,000 this year—a small sum certainly, looking at the benefits which the country has reaped in return. The East Indian and Great Indian Peninsula Railways, although costly, compare favourably with any of the lines at home. No money can be better spent than in a useful railway, and this description of property will prove of the highest value hereafter. Mr. Carlyle has truly said that "Tools and the Man," and not "Arms and the Man," is the great epic of the age, and there is certainly a vast field before the engineer in India. Instead of 6,700 miles of railway, we have room for 67,000 miles: and as illustrating what perseverance can do, I may mention that in the United States of America there are over 78,000 miles already constructed; and with regard to roads, instead of 40,000 miles (a large portion being only fair weather roads) we have room for 400,000 miles. And these are not the only fields for enterprize; there are many other. We therefore urge upon Government the construction of this line on the standard gauge, because it will be one of the trunk lines of India and will command a large volume of traffic; the saving in first cost will be more than compensated by other advantages of both a political and commercial nature; this railway will be the means of increasing the trade of India at the very time her finances require strengthening; and it will add in no small degree to the prosperity of this great port in which we have all so deep an interest. (Cheers.)

MR. RAGHUNATH N. KHOTE said—I rise to second this resolution, and beg to observe that the only ground on which the proposal to introduce the narrow gauge railways can be sustained, as far as I can see, is one of economy. I am not able to see that the proposal can be justified on any considerations of State policy or commercial convenience. Indeed, these considerations, with all deference to the authorities with whom the proposal has emanated, I venture to think are all the other way. The railway is a boon to this country, which its subjection to the English rule has happily conferred upon it. (Cheers.) To recount the numerous advantages of this institution in a political or commercial point of view, would, when I am addressing a large concourse of people of intelligent gentlemen such as is present in this hall to-day, who have for nearly a quarter of a century enjoyed and practically realized in their persons in this country the benefits of that institution, I say to recount to you, gentlemen, these benefits would, I am sure, be a work of supererogation on my part. That the institution has proved in every respect a boon, an absolute necessity to us, a thing vitally essential to our political security, to our commercial prosperity, must be taken as an accepted and recognised fact. What we assemble here to-day for, is in the first place to congratulate ourselves upon the projected extension of that institution. We have but too great reason to feel grateful to the authorities, who hold the reins of Government and the strings of our national purse, for their endeavouring to make that extension possible. We find, however, that whilst on the one hand the Government are disposed to make the extension of the railway from Ahmedabad to Ajmere, they are on the other hand, with a view to a saving in the cost of the work, bent upon making that extension upon what is familiarly known as the narrow gauge. We are so fully conscious of the immense advantages of a railway that we are naturally anxious about the consequences of the adoption of the narrow gauge in this extension, in respect of its efficiency or otherwise We are persuaded that these consequences are both numerous and serious, and we must do our duty by submitting our humble protest, that if by any possibility the narrow gauge be avoidable, it may not be adopted. (Hear, hear.) In these days of want and famine, of public misfortune and fiscal embarrassment, it is not without due deliberation that we ought to raise our voice and call upon the Government to enter upon a work, the carrying out of which will involve an increased expenditure of many lacs of rupees. It would be a hampering of the action of the authorities, a needlessly,—I would even say,—a hurtfully, obstructive attitude for us to assume at a time of difficulty and even embarrassment, unless we were quite sure that Government would fall into a serious error. Indeed, we should not be justified in creating this agitation unless we felt sure that Government were about to take an almost irrevocable step in the wrong direction; that they were going to adopt a measure which, though at present inviting as effecting a saving of expenditure, was, nevertheless, to be regarded as a measure altogether of false economy, calculated in the long run to prove a perpetual clog, a drag upon commerce, and an obstruction in times of political danger. (Applause.) We must not offer any opposition to the measure contemplated by Government unless, I repeat, we were convinced beyond a shadow of doubt that in times to come it was calculated to justify a stricture against Government, that they have acted upon if I may express it in the homely way, as Mr. Bryce, who preceded me, has already done—namely, "a penny wise and pound foolish policy." (Cheers and laughter.) Now, I firmly believe that the adoption of the narrow gauge, however it may allure the Governmental authorities in its favour from its promising to save a few lacs of rupees, will be, as far as commerce is concerned, nothing short of a "blunder." (Cheers.) As a man who has spent all his life in the mercantile line, I think I may venture, without risk of being thought presumptuous, to express a decided opinion that the effect of the narrow gauge is certain to be seriously prejudicial to the interests of commerce. (Applause.) The changing and shifting, the risk of loss, of delay, or deterioration, of every single package of merchandise, whilst it is loaded and unloaded again, backwards and forwards, must be such a continual operation, that nothing but a short-sighted statesmanship can endure the thought of departing from the standard gauge. (Applause.) This is merely in connection with the goods traffic. But, gentlemen, if you only contemplate, simply conceive, the trouble, obstruction, inconvenience, delay, not to speak of vexation and danger, in relation to passenger traffic, you would not fail to characterize that statesmanship as not merely short-sighted, but positively blind. (A laugh.) I can attest in person the nuisance of passengers being obliged to shift from one carriage to another, or from one train to another, bag and baggage, and the trouble, and often loss, which all this shifting generally entails, sometimes at dead of night in the most piercing and inclement cold, at others by mid-day in the blazing scorching sun, and the passengers are hustled about from place to place, especially third class passengers with their luggage on their backs,—(cheers and laughter)—I say the nuisance of all this is so great as to be no adequate counterpoise for the expected saving. The lordly first class passenger, who lolls about in his snug little reserve comfortable—(a laugh)—carriage with well-appointed conveniences and with a retinue of attendants to look after his luggage, can hardly conceive, can hardly realize to himself in all its proportions this nuisance to which his less favoured fellow passenger is subjected. Consequently, those in power plan and propose on the cool heights of Simla, and perhaps a dash of their pen is sufficient to seal the fate of the thousands of ryots, who resort to the railway and who suffer most from the departure of the standard gauge, and the adoption of the narrow gauge. A dash of their pen, too, is sufficient to entail on trade or commerce a heavy drag, an obstructive clog. (A laugh.) Whilst I can speak with confidence upon the commercial aspect of this question, it might perhaps be thought an excess of my bounds, if I attempted to speak as confidently of the evil consequences of the narrow gauge railway in its political aspect. Yet, it will be easily seen without much study or technical knowledge that in a time of trouble and danger threatening the State when celerity is the essence of all success, troops and horses and heavy pieces of artillery, military stores, and whatnot, can be despatched on the standard gauge from one end of the continent to another, with far less trouble, delay, and inconvenience, than if they had to go through unloading and loading again, simply because their path had happened to become narrower by the narrow gauge having come in their way. This is, however, in times of political trouble, of a warlike kind; but even in times of peace, the narrow gauge would have proved a source of unspeakable disaster, if in this time of famine, it had come in the way of the transport of grain from one market to another. Even, as it was, our railways have been worked to their uttermost powers, and yet we saw only a few months ago heaps and heaps of grain lying piled up on the stations and in the goods yards, the railways being simply incapable of proving equal to the emergency of the occasion (Applause.) Just contemplate that they had still further the disadvantage of the narrow gauge to contend with into the bargain and imagine for yourselves the picture of thousands of souls perishing from want of grain at one end of India, whilst an abundance, sickening to look at and rotting for want of means of transport, was lying hoarded at another end. (Loud cheers.) All this is worthy of consideration, gentlemen, whilst the powers that be are not irrevocably lost into the narrow gulf of the narrow gauge from a narrow-minded policy. (Cheers and laughter). The memorial we have before us is framed with the view of giving them this timely warning. Let us hope that it will have the ardently desired effect. I think I shall do better by at once seconding the resolution, than by expatiating any further upon the advantages of the uniform standard gauge. Remember, gentlemen—and the powers that be will do well to remember too—that the few hundred thousand rupees which will be the additional cost of resorting to the uniform standard gauge will be but a fleabite, contrasted with the immense advantages and conveniences, which will flow from it, to commerce, to the passenger traffic, and to the State. (Continued applause.)

Mr. Mowat's proposition, on being put to the meeting, was carried unanimously.

Resolution III.—It was next proposed by Mr. Mancherjee Nowrojee Banajee, and seconded by Dr. L. P. D'Rozario, that the Hon. Walter Lang, Sir Jamsetjee Jejeebhoy, Bart., Byramjee Jeejeebhoy, C. S. I., Dinshaw Manockjee Petit, J. M Maclean, and C. H. B. Forbes, Esqs., the Hon. Sorabjee Shapoorjee Bengalee, Kessowjee Naik, F. Mathew, and J. A. Bryce, Esqs., the Hon. Bucherdass Ambaidass, C. S. I., Edward Sassoon, P. M. Mehta, Cumroodin Tyebjee, Raghunath Narayen Khote, E. D. Sassoon, Nanabhoy Byramjee Jejeebhoy, Ahmedbhoy Hubibbhoy, Grattan Geary, Muncherjee Nowrojee Banajee, Morarjee Goculdass, and M. Balfour, Esqs. Dr. T. Blaney, and Nusserwanjee Manockjee Petit, Esq, are hereby appointed a deputation from the inhabitants of Bombay to present the memorial to His Excellency.

MR. MUNCHERJEE NOWROJEE BANAJEE said—Mr. President and Gentlemen,—After what has fallen from the speakers who have preceded me, and who have so ably argued the advantages which would obviously result from the construction of a broad gauge railway, I think I would only be wearying the audience were I to travel over the same ground. This battle of the broad and narrow gauges has been most vigorously fought by the redoubtable champions on each side, but the time has now come when once for all the issues should be decided; and the sooner the better. It is needless to say that the final victory ought to lie with the advocates of broad gauge lines, as has been so forcibly, ably and exhaustively pointed out by Messrs. Bryce, Maclean and others. I have, gentlemen, given some attention to the subject, and have had also some practical experience of travel in a narrow gauge train from Agra to Jeypore in January last; and I can conscientiously say that it would be a shortsighted policy to ignore the immense, I might say, overwhelming advantages of a line constructed on the broad gauge, both during times of peace and war. The memorial in itself is exhaustive of the *pros* and *cons* of this much debated subject, but it is to be hoped the influential deputation, composed of men of great practical and business experience, would further strenuously urge on His Excellency how great are the political and commercial advantages of the line being constructed on the broad gauge. From what we all know of His Excellency's great solicitude to advance the material prosperity of the important Presidency he has been called upon to govern, and of his great liberal sympathies and also of his great political foresight and sagacity, we have no doubt that he will give the subject of the memorial great consideration, and urge upon the Government of India and upon H. M.'s Secretary of State the earnest desire of the people of this Presidency that the whole of the line be constructed on the standard gauge. (Applause.)

At the request of Mr. K. N. Kabrajee, the names of Sir Munguldass Nathoobhoy, the Hon. Rao Saheb V. N. Mandlik, and Messrs. C. N. Cama and Nowrojee Furdoonjee were added to the deputation; and Mr. Muncherjee's proposition was thereupon carried unanimously.

Resolution IV.—It was next proposed by Sir Jamsetjee Jejeebhoy, Bart., and seconded by Mr. Nanabhoy Byramjee Jejeebhoy, that the memorial and the proceedings of this meeting be printed, and that copies thereof be sent to the Government of Bombay, to the members of the Viceregal Council, and of the Council of H. M.'s Secretary of State for India, and to persons of influence who interest themselves in the welfare of this Presidency.

SIR JAMSETJEE JEJEEBHOY, who on rising to move the resolution, was cheered by some of the Parsees present at the meeting, said—Mr. Chairman and Gentlemen,—The speakers who have preceded me have enlarged so fully on the advantages of having the whole of the contemplated line of railway from Ahmedabad to Ajmere constructed on the standard 5ft. 6in gauge, that it would be presumptuous in me to attempt to add any arguments in support of the purpose for which this meeting has been called. The remarks which have been already made on this subject and the memorial which has been adopted by this meeting have exhaustively reviewed the whole subject under discussion. It only remains for us, therefore, now to place copies of our memorial and of our present proceedings within the reach of every influential person who is either connected with the Government of this country, or who by local knowledge of this Presidency and its requirements will be disposed to give all the support in his power to further the important object which we all have in view. (Applause.)

MR. NANABHOY BYRAMJEE JEJEEBHOY next addressed the meeting. He said—Gentlemen,—I have great pleasure in seconding this resolution. Government have been pleased to sanction the construction of the first section of the Ajmere line, viz, that between Ahmedabad and Pahlunpore on the standard 5ft. 6in gauge. This is indeed very gratifying, inasmuch as the local traffic will now receive that accommodation to which its extent entitles it. The through traffic however, I am sorry to say, has not yet received the same consideration at the hands of Government, although it is one of greater value. Government still intend, it is apprehended, to construct the line north of Pahlunpore on the narrow gauge, evidently on account of the saving in the first cost of the line. Judging, however, from the fact that extensions on the broad gauge have been recently made in Guzerat, by the B. B. & C. I. Railway for only Rs. 50,000 per mile, the saving, if any, will be trifling, whereas the cost of working the traffic will be much in excess of that of a broad gauge line, and as this is a permanent charge, it requires greater consideration. Wherever the traffic of a country can be fully met by trains of small carrying capacity, it would of course be simply waste of money to provide expensive locomotion far in advance of the requirements, and in such a case, a narrow gauge line, with all its shortcomings, would probably be adopted, but in respect of the line from Ahmedabad to Ajmere, over which no end of traffic is expected to flow, the effect would exactly be the contrary. In this case the waste well arise, from the fact that the traffic will require several times the number of trains it would otherwise want for its removal. That the traffic will be immense there is no room to doubt, as this line will—compared with the existing route by the G. I P. and E. I. Railways—shorten the distance between Guzerat and Ajmere by 1,200 miles and that between Bombay and Ajmere by 700 miles, and bring the Deccan, Bombay, Konkan, Guzerat, and Kattywar into direct communication with Rajpootana, the North-West Provinces and the Punjab. The passenger traffic alone will exceed the most sanguine expectations, as almost all the places of worship—held in great veneration by the Hindoos—are situated on this line, such as Sidhpore, Ambajee, Abboojee, Prague, Benares, Muthoorajee, Hurdwar, &c. These are resorted to by thousands of pilgrims, all throughout the year. In busy seasons, on social and religious occasions, during wars and famines, the best energies of our broad gauge railways are taxed to their utmost; it is evident therefore that a narrow gauge line in such a position as the one between Ahmedabad and Ajmere will be wholly unequal to the demands made upon it, to say nothing of all the inconvenience, loss of time and money that a double break of gauge will entail. And as the rolling stock belonging to the one line will be useless for the other, the block will at all times be of long duration, and prove highly detrimental to the interests of the line. The military and political importance of a line near our North-West Frontier is obvious and acknowledged by competent authorities to be great. The large cantonments of Deesa, Erinpoora, and Nusseerabad are all situated on this line. It is therefore considered highly desirable that the Government be respectfully moved to accord their sanction to the construction of the entire line from Ahmedabad to Ajmere on the standard gauge. (Loud applause.)

DR. T. BLANEY, in support of the resolution, said—I have been asked by the committee to say a few words in favour of this resolution. The lateness of the hour would prevent me doing so, but happily the subject has been more thoroughly threshed out and exhausted than it has ever been before in Bombay; perhaps in England. But if I might be permitted to say a word, it would be to touch upon a point which has not been referred to by any previous speaker—namely, that the granaries of India always contain a two years' stock which has not been able to get out of the districts. I have heard of the want of roads, of railways, and of haulage power, but never of the exhaustion of the granaries. I have seen many famines in India and have always observed the grain supply to exceed the demand. It is not the railways that are at fault, but the railway policy. (Hear, hear.) There is always a superabundance of grain, but no rational way for the excess in one province to find its natural market in another. It is the want of means of transit that in seasons of scarcity intensifies famine, and in seasons of plenty throttles trade. Can the Government of India want any other argument for deciding what gauge should be adopted for a great trunk line of railway such as that now proposed? (Repeated applause.)

The resolution was then put to the vote and adopted unanimously.

Resolution V.—Proposed by Mr. Ahmedbhoy Hubibbhoy, seconded by Mr. Tapidas Varjdas and carried, that the thanks of the meeting be given to the Sheriff for his courtesy in calling this meeting.

The Sheriff acknowledged thanks.

Resolution VI.—Proposed by Mr. Hurkisondas Narotumdas, seconded by Mr. Morarjee Goculdas and carried, that the thanks of this meeting be given to the chairman for his able conduct in the chair.

MR. HURKISONDAS NAROTUMDAS said—Mr. Chairman and Gentlemen,—The able and experienced speakers who have preceded me have so ably and elaborately proved the superiority of the broad or standard gauge over the narrow or metre gauge that whatever I might say now would be like going over the same ground again, but as a resolution has been placed in my hands, I would just observe in proposing it that the famine in Madras and in our own Presidency has proved to us more conclusively than anything else the desirability of constructing the different railways on a uniform gauge. The block on the Madras, the G. I. P. and E. I. Railways in the transit of grain which has been a matter of so much concern to the authorities and the public, would have been much more serious indeed were either of these railways constructed on the metre gauge. Apart from the important military and mercantile considerations, there is this consideration of a block or a break in an emergent contingency like the famine, when loss of time would mean loss of life. Yes, gentlemen, it is not difficult to conceive how many of those that are alive and kicking to-day in the famine districts would have gone prematurely to their graves were the E. I. and G. I. P. Railways unable to throw grain into those districts as expeditiously as they have done. It is a matter of congratulation that the inhabitants of Bombay have shown themselves so alive to their own interest as to come here in such large numbers to express their sympathy with the originators of this movement, and the unanimity and singleness of purpose which has been exhibited here to-day will, I am sure, have due weight with our good and just Government.

It was well nigh dark when the meeting broke up.

"LORGNETTE" writes in the *Sportsman*:—"I cannot help expressing my opinion that Mr. Whistler would be ill-advised, if he were not acting contrary to the advice of his best friends, to bring an action for libel against Mr. Ruskin. Mr. Ruskin, it is true, *was* a great art critic, but even before he became old and crotchety people who understood art thought less of his matter than of his manner. His writing was almost always splendid, but his opinions were often strained, and sometimes worthless. Mr. Whistler is, on the other hand, a painter of undoubted genius, but his style is exaggerated almost beyond eccentricity. His harmonies and symphonies in colour are to the untaught eye ridiculous; and a man so ready to defy public taste ought not to be too sensitive of criticism. Mr. Whistler complains that Mr. Ruskin, in his periodical called *Fors Clavigera* calls him, Mr. Whistler, 'an impudent coxcomb who throws a pot of paint against his canvas and then asks the public to give two hundred guineas for it.' What Mr. Ruskin probably means is that Mr. Whistler sets the grammar of art at defiance. And that reminds me of a story of Mr. Ruskin himself. On a certain occasion one of those most useful beings, a corrector of the press—but for whom so many authors would be shamed in the eyes of gods and men—ventured to mark upon the margin of one of Mr. Ruskin's proofs the polite remonstrance 'Query, Grammar?' The only notice taken of this by the author of 'The Stones of Venice' was to write underneath, 'Damn Grammar.' If Mr. Whistler be wise he will take the hint."

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UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND.

And a complete mitigator of Pain.
A capital antidote for SCORPION STINGS and SNAKE BITES.

AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM it has no equal.

AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA,

Or any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.

Full Directions accompany each bottle.
Retailed by Chemists all over the World.
Beware of Imitations exposed for sale in the Indian Bazars.

GENERAL AGENT AT BOMBAY:
ESUFALLY HIPTULLA,
No. 39, Pir Market, near Jumma Musjid.

SARSAPARILLA,
Wilkinson's Essence of Fluid Extract of
RED JAMAICA SARSAPARILLA
IS THE ONLY PREPARATION RECOGNISED BY THE FACULTY AS A WONDERFUL PURIFIER OF THE HUMAN BLOOD.

It is not too much to say that those suffering from the effects of TROPICAL CLIMATES, such as TORPID LIVER, DEBILITY, ATTENUATION OF BODY, ERUPTIONS, LASSITUDE, &c., will by taking this extraordinary ESSENCE OF RED JAMAICA SARSAPARILLA, soon find relief and ultimately a cure. It is asserted by those who take a little DAILY (in accordance with the instructions given), the system becomes less liable to attacks of illness.

"We cannot speak too highly of it."—*Lancet.*

"We recommend your *Red Jamaica Sarsaparilla.*"—*Medical Review.*

"The only preparation for removing what may be called the sequelæ of a mercurial course."—*Sir R. Martin.*

The late Lord Clyde writing for a further supply of *Wilkinson's Sarsaparilla*, says, "I am never without it, for when feeling depressed or out of sorts from anxiety or fatigue, a dose or two animates me."

"Your *Essence of Red Jamaica Sarsaparialla* CURED me of a Torpid Liver after all other remedies failed."—*Earl of Aldborough.*

PREPARED ONLY BY
THOMAS WILKINSON, 270, Regent Street, London,
Sold in quarter, half, and pint bottles.

CAUTION.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Address, also Trade Mark (W. in a diamond) at the bottom of the bottle.

WILKINSON'S
BRONCHIO-THORACIC LOZENGES.
AROMATIC TINCTURE OF QUINODINE.

WHITMORE'S
COMPOUND LINIMENT OF ARNICA.
WHITMORE'S,
STOMACHIC AND LIVER PILLS.
PREPARED ONLY BY
THOMAS WILKINSON, 270, Regent Street, London,
Agents.—Treacher & Co.; Kemp & Co.; Rogers & Co. Bolton & Co., Bombay, and all respectable Firms in India.

"FOR THE BLOOD IS THE LIFE."

CLARKE'S
WORLD FAMED BLOOD MIXTURE.
TRADE MARK—"BLOOD MIXTURE."
THE GREAT BLOOD PURIFIER AND RESTORER

For cleansing and clearing the blood from all impurities, cannot be too highly recommended.

For Scrofula, Scurvy, Skin Diseases, and Sores of all kinds it is a never failing and permanent cure.

It Cures old Sores
Cures Ulcerated Sores on the Neck
Cures Ulcerated Sore Legs
Cures Blackheads, or Pimples on the Face
Cures Scurvy Sores
Cures Cancerous Ulcers
Cures Blood and Skin Diseases.
Cures Glandular Swellings
Clears the Blood from all impure Matter
From whatever cause arising.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietor solicits sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS FROM ALL PARTS
CURE OF RHEUMATISM AND SCORBUTIC ERUPTION.

The Elms, North Cheam, Surrey, S. 4th March 1875.

"SIR,—I had been suffering from rheumatism for several years, together with scorbutic eruption of the skin, of a local nature, about the size of the palm of the hand, and was induced to try your Blood Mixture in consequence of two gentlemen in my neighbourhood having been cured of obstinate sores on the body. After taking two bottles, I became much better, and continued it up to the tenth bottle, when I found the rheumatism had left me. and my arm was healed. I consider it a most valuable medicine.

"You are at liberty to use this letter in any way you think proper, for the benefit of others.

"Faithfully yours,
"THOMAS WATTS."

"To Mr. F. J. Clarke."

Sold in Bottles 2s. 6d. each, and in Cases, containing six times the quantity, 11s. each—sufficient to effect a permanent cure in the great majority of long-standing cases, BY ALL CHEMISTS, and PATENT MEDICINE VENDORS throughout the world.

Sole Proprietor, F. J. CLARKE, Chemist,
APOTHECARIES' HALL, LINCOLN, ENGLAND.

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SUN FIRE OFFICE, LONDON,
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses and their contents, in Bombay and the Mofussil, at the current rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS & Co., Agents.

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED 1824.
CAPITAL—ONE MILLION STERLING.

The Undersigned have been appointed AGENTS of the Manchester Fire Assurance Company, and are prepared to issue Policies upon Houses, Mills, and other Buildings, Household Furniture, Merchandise, Shipping, &c.

GADDUM & Co., Agents in Bombay.

STANDARD LIFE OFFICE.

THE FIFTY-FIRST ANNUAL GENERAL MEETING of the Company was held at Edinburgh on TUESDAY, May 1st, 1877. WILLIAM S. WALKER, Esq., of Bowland, C.B., in the chair.

The Directors' Report stated that for the eleventh time in succession the New Assurances effected during the year amounted to upwards of £1,000,000—Sums Assured. (This result, it may be mentioned, has been maintained by no other Office in the United Kingdom for so many successive years.)

The Expenses of Management are strictly controlled, and no extravagant Commissions are paid.

The Funds continue to increase, and now amount to £5,149,708. 3s. 8d. The Funds are invested only in the most unexceptionable Securities.

Copies of the Annual Report, may be obtained on application.

THOMAS LANG,
Secretary, Bombay Branch.
12, Rampart Row,
Bombay, 29th June 1877.

NOTICES.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay Baroda and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native Languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, placard exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertiser may be printed at the "Bombay Gazette" Press.

ROYAL SCHOOL FOR DAUGHTERS OF OFFICERS OF THE ARMY.

The DAUGHTERS of all Officers in Her Majesty's Army, inclusive of the Royal Marines, on full or half-pay, or who may have died in the service are eligible. The ages of admission are from Ten to Fifteen.

ELECTIONS take place in June and December.

Pupils elected by votes of Subscribers, pay only £12 per annum.

With a view to afford the advantages of a good Education to the Daughters of Officers of competent means, at a moderate cost, and at the same time to aid the primary object of the Institution, a limited number of Pupils are admitted on payment of £80 a year, which includes all extras.

Each Donation of £5 5s. or Rupees 52-8 entitles to one Life Vote.

Each Annual Subscription of 10s. 6d., or Rupees 5-4, entitles to one vote at all Elections during the current year.

Further Contributions to meet the current expenses are earnestly solicited by the Committee.

By Order,
G. W. FORSTER, Secretary.
22, Cockspur Street, London.

The following Officers, from whom may be obtained the Rules and Regulations of the School as also the Voting Papers for each Election, have also kindly consented to receive Donations and Subscriptions on behalf of the Institution:—

Captain O. Bourdillon, Poonah, India.
Colonel J. J. Hume, Lucknow, India.
Major G. R. C. Westropp, Khandalla, India.
Lieut.-Col. H. S. Cochrane, V.C., 7th Fusiliers, Commandant Deolali Depôt, Bombay, India.
Major A. C. Forster, 89th Regiment, Thyetmyo, Burmah.
Surgeon-Major C. F. Ogilvie, M.D., Dharwar, India.
Major F. Scrivener, 83rd Regiment, Deesa, India.
Captain R. M. B. Thomas, Bengal Staff Corps, Bhundhara, near Nagpore, India.
Col. O. Wilkinson, 2nd Beng. Cav. Segowlie, Chumparun, India.
Major E. M. Norie, Assistant Quartermaster-General Madras, India.

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